

FLORIDA *Highways*

MAY 1947

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IN THIS ISSUE:

**FLORIDA'S PAST
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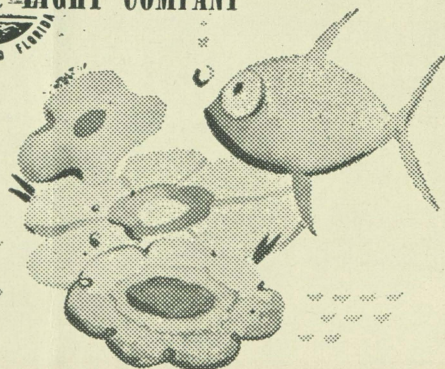
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BEN H. FUQUA

Ben H. Fuqua, assistant Executive Secretary to Governor Caldwell was born April 14, 1910 at McEwen, Tennessee and came to Palmetto, Florida as a small child. He attended grade schools at Palmetto, was graduated from Palmetto High School in 1928, attended the University of Florida, Class of 1932, Secretary-Treasurer of Student Body, Member of Blue Key, and did post graduate work at Duke University.

He was financial secretary to Manatee County Board of County Commissioners 1933-35, member of 1937 House of Representatives from Manatee County, chief clerk of the House 1939 and 1941, employed by John Nuveen & Co., Investment Bankers, for the last twelve years with headquarters at Bradenton, Miami and since 1938 at Orlando.

He was commissioned Lt. (jg), USNR, May 26, 1942 and released from Navy as Lt. Commander Nov. 25, 1945. He served on the Airplane Carriers Bogue and Suwannee in both Atlantic and Pacific theaters.

He married the former Miss Louise Jarrell of Wildwood, Florida on April 1, 1939 and they have one boy, Jeffry Ben.

OUR COVER PICTURE

The cover picture this month is taken from a drawing by Le Moyne, who accompanied the ill-fated French expedition to northeast Florida in 1565. It shows the burial of a Timucua Indian chief beneath an earthen mound. Here we have an eyewitness portrayal of the type of burial which, centuries later, the archaeologist uncovered in his search for knowledge of Florida's prehistoric past.

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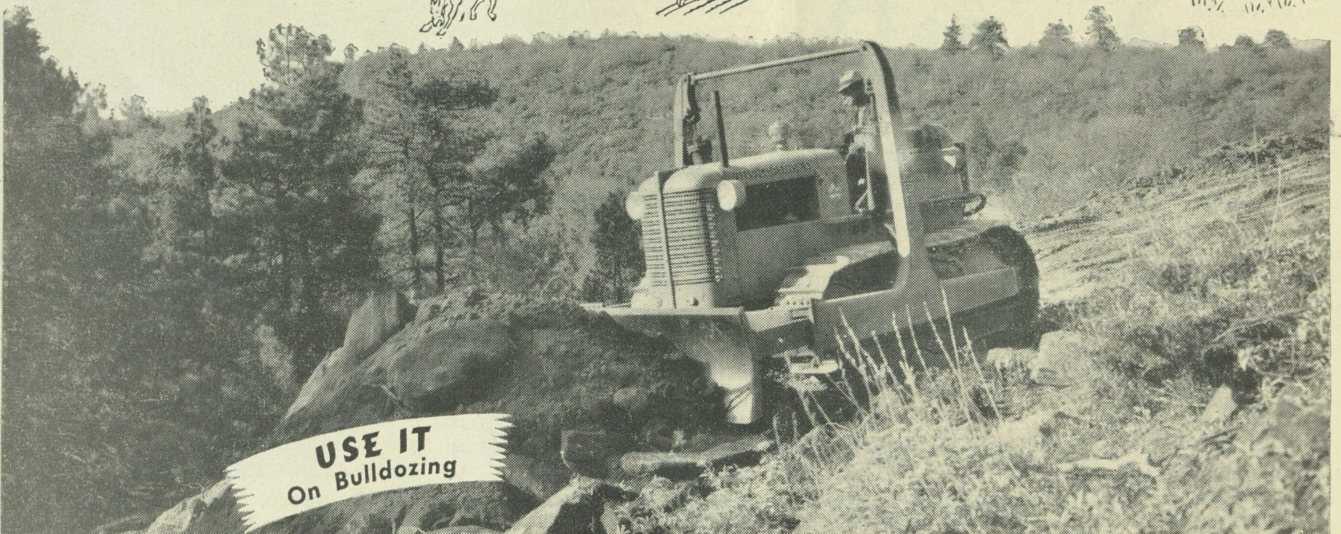
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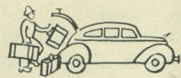
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FLORIDA HIGHWAYS

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Editor

J. E. ROBINSON, Winter Garden

Publisher

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material) provided proper credit is given Florida Highways, Reg. U. S. Pat. Off. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Fla., under the Act of March 3, 1879. Additional Second Class Permit applied for Tallahassee, Florida.

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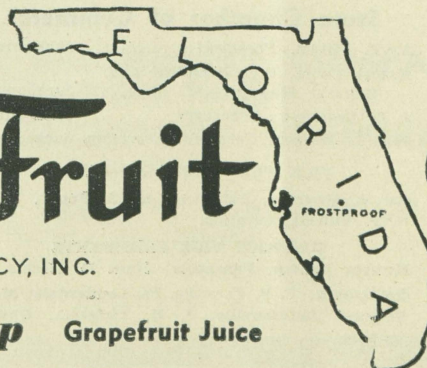
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EDITORIALS

A TRAIL BLAZING MESSAGE

Governor Caldwell's excellent message to the Legislature is so filled with meat that comprehensive and complete comment at this time is out of the question for reasons of space. . . . Education is clearly the subject which engages the Governor's interest to a greater degree than any other one thing. . . . In the field of public health, Governor Caldwell is also forward-looking. . . . In the matter of fiscal and administrative reform, the Governor throws his great influence behind the movement to establish a constitutional state tax commission with supervisory powers over local property tax assessments. He renews his recommendation for a central state purchasing agency, calls for a clearer definition of the fields of taxation between the state and local government, advocates a reduction of the unemployment compensation tax and underlines the need for increased efficiency and reduction of administrative costs. It is good, too, to note his strong backing for constitutional revision. . . . All these proposals are entitled to earnest consideration of the Legislature. As he indicates in his message, Florida has the opportunities for expansion and development. All we need is the will to progress. Other aspects of the Governor's trail-blazing address will be considered in this place as opportunity permits. Needless to say, it is a notable state paper.—*Tampa Morning Tribune*.

CLEAR MESSAGE

The Governor's message to the Legislature was marked with over-all clarity. Its simplicity of statement and calm dignity of discussion of potentially controversial issues left no room for misunderstanding of his purposes in the program he proposed for Florida during the next two years. The first two years of Governor Caldwell's term stand at par with the best in the state's history. Notwithstanding, there was no self-laudation, open or implied, in the message. . . . While forward looking, there was nothing visionary in the Governor's concepts of legislation needed to implement the state's potentials. . . . The message was impressive in the cards-on-the-table honesty with which it recited the allocations made from the building fund for needed buildings at the University, FSCW, Agricultural and Mechanical College for Negroes and other state institutions and the matter-of-factness with which it was pointed out that these institutions needed additional facilities running into the millions. . . . The people say with their Governor to their lawmakers: "Florida's future is in your hands."—*Miami Herald*.

CALDWELL'S ASTUTE MESSAGE

Will the 1947 session of the Legislature push Florida far along the trail of progress and growth, or will it lead us down the blind alley of personal ambition, sacrificing the general welfare? This seems to be the question on the minds of the thinking people of Florida today. . . . A careful reading of his message reveals that Governor Caldwell has placed the Legislature on the spot. He has

pointed out the needs of Florida in a vivid manner. He has pointed the ways to progress and growth. And then he has said here it is boys. Take it or leave it. The next two years are in your hands." These tactics will give pause to the obstructionists. We do not believe that those who make political capital of saying "no" to everything will get very far with the electorate in attempting to halt the betterments in health, education, roads and conservation which the Caldwell administration has started. . . . We believe the Caldwell method is real leadership. . . . We have high hopes that the strategy will work and that the 1947 Legislature will go a long ways toward solving our educational problems, the revamping of our out-moded Constitution, the establishment of Everglades National Park, the expansion of the public health program, the foundation of a State-wide water conservation and control effort, tax reform and other measures which will mean a greater, sounder, more prosperous Florida—a Florida which will continue to attract investment capital and worthwhile industries and citizens.—*Orlando Morning Sentinel*.

DIFFICULT SCHEDULE

Florida's 1947 Legislature, which opened its biennial 60-day meeting yesterday, faces grave responsibilities and great opportunities. The responsibilities are interwoven in the State's needs for a foundation of government that takes into consideration the essentials of spiritual and material well-being. The Executive branch of the State Government has, in the message of Governor Caldwell on the condition of the State and recommended measures, provided for the legislators a program all along the governmental and administrative lines.—*Florida Times-Union*.

STATE OF THE STATE

Upshot of the conference was confirmation of a widespread view that Governor Caldwell is doing a mighty competent job that will mark his administration as one of the best in Florida's history—ranking along with the last one as undoubtedly the most useful in modern times. For regional reasons, and because of their bent for "rugged individualism," the governor may occasionally find some of the dailies on the side of his opponents as legislative issues develop. But in the main, respect for his judgment will give him benefit of the doubt because he has impressed all fair-minded persons who have dealing with him that he is a sound man who knows his business and proceeds energetically to transact it.—*Ft. Myers News Press*.

CALDWELL POINTS FORWARD

Governor Millard F. Caldwell's second message to the Florida Legislature, like his first of two years ago, was a clear pointing out of the distance which this state must yet traverse before it attains the goals already set by its people. And, like his every official pronouncement, it

Continued on Page 21

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Digging Up Florida's Past....

By JOHN W. GRIFFIN

Archaeologist
Florida Park Service

If a traveler turns off one of Florida's main highways onto a shell-surfaced road, the chances are that he is actually driving over history, for the majority of shell which has been used on roads has come from the once numerous shell mounds of the prehistoric Indians of Florida. In Florida these monuments of the past have had much more commercial use than scientific study, and it is only recently that the State has instituted an integrated survey of Indian mounds, villages and shell heaps. The following pages illustrate a little of what has been learned about Florida's past from the careful study of objects which the Indians left behind.

Mound Builders and Giants

Archaeology, the study of the past, has its full share of misconceptions and treasured fancies, some of which are difficult to part with. There are two very persistent, and erroneous, conceptions about the archaeology of Florida which need to be corrected.

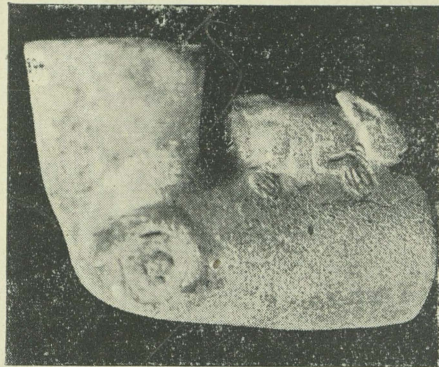


A complicated stamped pot from Northwest Florida.

There is a common impression that the mounds in Florida were built by an exceedingly ancient and mysterious race—distinct from the later Indians—who have been called the "Mound Builders." There is also an often repeated idea that a race of giants once inhabited the Florida peninsula.

A few decades ago we didn't know as much about the past as we do today, and even professional archaeologists talked about the "Mound

Builders." Today we know two things which have changed our ideas considerably. In the first place all of the skeletons ever recovered from the

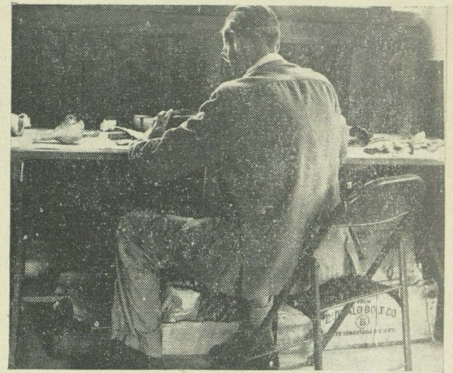


Stone smoking pipe with figure of rabbit sculptured on shank. In Florida State Museum.

mounds are those of American Indians, and thus we can no longer believe in an ancient and extinct race of "Mound Builders." In the second place recent research has taught us that all of the mounds were built in the Christian Era, and we can no longer assign the building of the mounds to a vast antiquity. Perhaps science has destroyed some of the fanciful romance which surrounded these monuments of the past, but it has replaced this romance with factual knowledge which is no less interesting.

The reported instances of "giants" have no basis in scientific fact, and are based on misapprehensions of several sorts. First, it is very easy to overestimate the actual size of bones as they are seen and handled. Also, it is repeatedly stated that when measured in the ground the skeleton was seven or eight feet long. This usually results from measuring bones which have become somewhat separated in the ground, and measuring in the length of the foot bones which have become flattened out in a plane with the body rather than extending from the leg at right angles as they do in life. In addition, it is often said that the jaw bones found fit right over that of the finder. Anyone who has nested table spoons, dishes or any similar object can see the fallacy of this argument; objects of the same size readily nest over one another.

If you really want to know how tall



Careful study of materials which have been found by digging is necessary to interpret Florida's past.

a skeleton was you use a formula that has been shown to be very accurate. Measure the length of the thigh bone in millimeters, having it placed as it would be in the body, multiply this figure by 1.980 and add 813.06 mm. This gives you the stature of a male; for a female multiply the length by 1.945 and add 728.44 mm. It is an easy matter to translate these metric measurements into inches. If these formulas are used on skeletons from

Skeleton of historic Indian woman found in Highlands County.



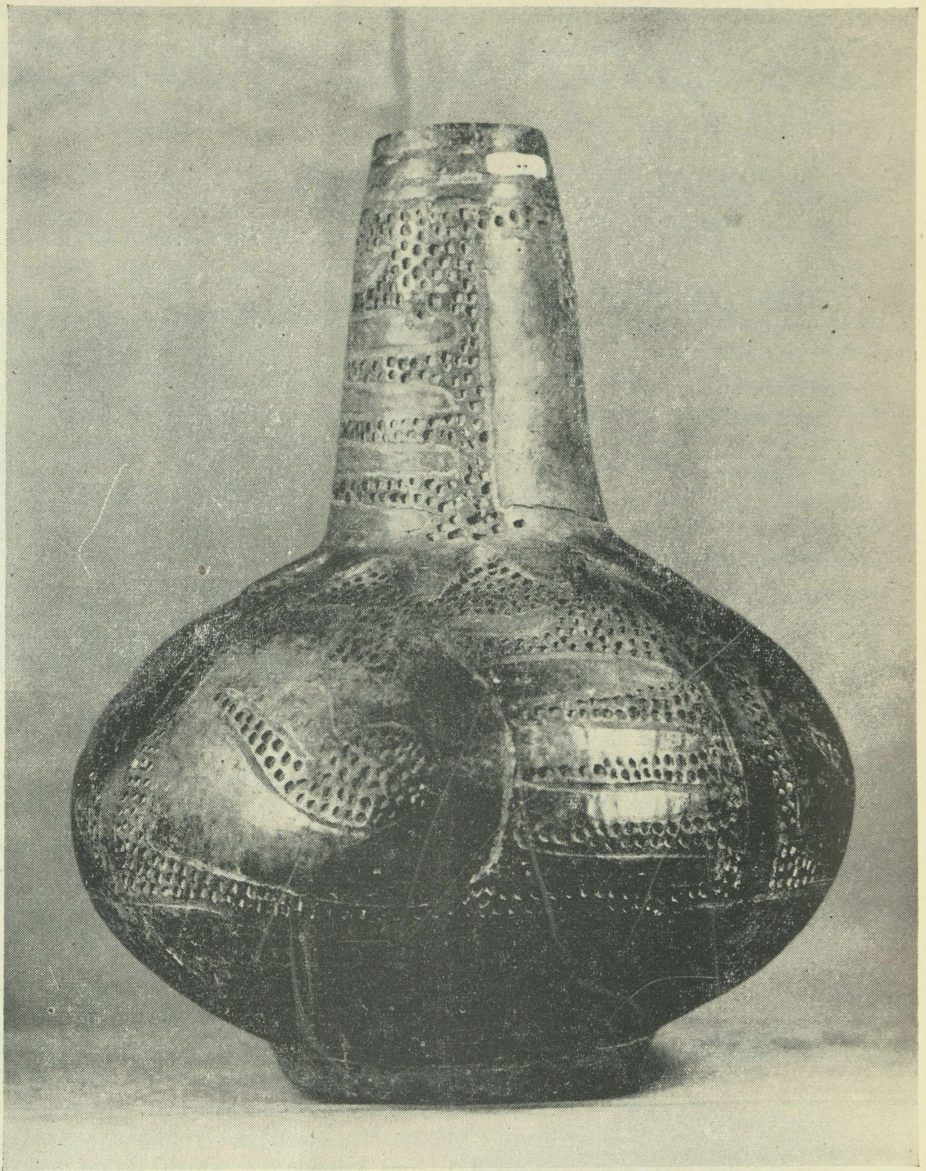
Florida one will find that the Indians were of average stature or less rather than seven or eight foot giants as frequently claimed.

Broken Pots the Key to the Past

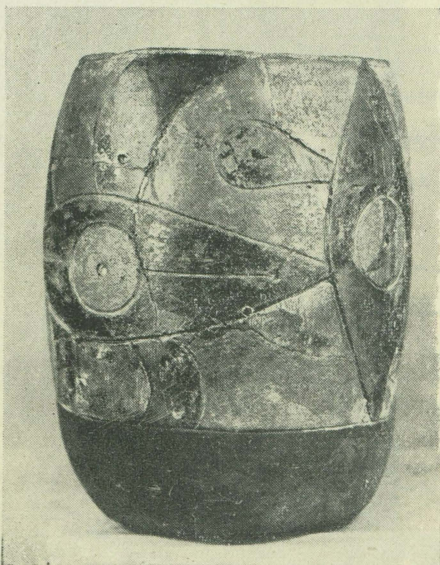
We know things about Florida's past that we did not know a scant ten years ago. No longer do we believe that all of the Indians who built mounds had the same way of life, or "culture" as the archaeologist terms it. We know that in different time periods and in different areas the type of pottery, tools, ornaments, weapons, modes of burial, and way of life in general differed, and we are beginning to recognize and understand these various "Cultures."

The foremost clue which we have to these various Indian cultures is the pottery which they made. One might say that there is nothing quite as useless to use as a broken piece of china or porcelain, and the fragments find their way into our garbage heaps. Yet all of us could tell an old piece of Wedgewood from a Fiesta ware dish or the heavy china so frequent in restaurants. Indian pottery, too, was varied in kind, or "type" as the archaeologist terms it, and was frequently broken and discarded. Since the fragments of pottery or potsherds, once broken, are practically indestructible, they provide, a permanent clue persisting in quantity.

Let us go to a large shell heap, which is, in fact, nothing more than



A long-necked water bottle of a late period, Hillsborough County. In Florida State Museum.



A red-pointed pottery vessel from near Cedar Keys, Florida. Weeden Island period, about 1200-1500 A. D. In Florida State Museum.

an Indian garbage pile, and see how this pottery is interpreted. If we cut a section through this shell heap we will see that it is made up of superimposed strata, and that pottery and other objects are found in these various strata. Naturally the earlier material is on the bottom and the later material is toward the top, and by carefully removing the pottery, and noting where it came from in the pile, we can arrive at conclusions regarding early and late types of Indian pottery. This is the yardstick by which the prehistoric cultures are put in their proper time relations. It is for this reason that the archaeologist is disturbed by the destruction of shell heaps; they provide the raw materials from which he deciphers the past.

Early Times in Prehistoric Florida

In 1915, Dr. Sellards, then State Geologist of Florida, discovered human bones near Vero Beach in association with the bones of extinct animals. When he published his observations they were promptly refuted by archaeologists. In 1925, Dr. Gidley made a similar discovery near Melbourne which was received in a similar manner. In the intervening years we have learned much about early man in America, and a growing number of authorities now agree that both of these finds probably actually belonged with the animals with which they were found, and that man was in Florida near the close of the Pleistocene period, or Ice Age, some 10,000 years ago.

The central figures in the arguments which raged in scientific circles for three decades, the Vero skull itself, may be seen in the museum of the Florida Geological Survey in Tallahassee.

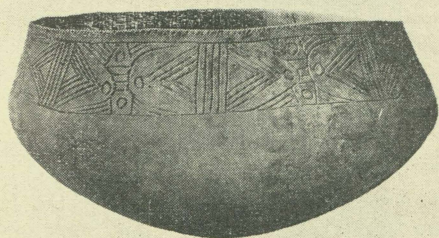
While it is agreed that man was in Florida in this remote time, further evidence of his occupation is lacking until a time somewhere around the turn of the Christian Era. This gap in our knowledge of the past in general in all parts of the United States, and is one of the perplexing, unsolved problems of American archaeology.

Our next evidence of man's occupation of Florida, at about the turn of the Christian Era, has come from certain shell heaps along the St. Johns River and along the East Coast. Here, at the bottom of shell heaps, are found levels which possess no pottery. Evidences of fire, occasional rude arrowheads and the like demonstrate conclusively that man lived on the area, but had not yet learned to make pottery. Neither did he farm, but lived by hunting, fishing and the gathering of wild fruits, berries and roots.

Following this pre-pottery period, and at a time estimated for 500 to 700 A. D., first pottery appears. This is a crude, thick ware, the clay of which had been mixed with vegetal fibers of some sort. When the pottery was fired the fibers burned out leaving the paste with a very porous consistency. This pottery, called fiber-tempered, was sometimes decorated



Pottery vessel made in the form of a human being, Weeden Island Period, about 1200-1500 A. D., in Florida State Museum, Gainesville.



A pot of the Fort Walton period, about 1550-1700, Northwest Florida.

with straight line designs cut into the pottery. Pottery of the fiber-tempered period is known, at present, from several sites along the St. Johns River, one in eastern Volusia County, and scattered potsherds from other parts of the state.

In northern Florida the fiber-

tempered period is succeeded at about 900 A.D. by a time period known as Deptford. In this period sand instead of fibers was used to temper the pottery, and sand tempered or not tempered continues until historic times. Deptford pottery is characteristically decorated with large rude check stamps. This is the type of decoration that many believe to be basketry impressions when they first see it, but it is actually made by a carved wooden paddle impressed on the clay before firing. This check stamp design continues for a considerable time in most of Florida.

So far as is known none of the Indians belonging to the cultures mentioned above built mounds, and there is considerable doubt as to whether they were agricultural. We do know

that their way of life was relatively simple.

The Burial Mound Periods

In about the year 1000 further changes began to take place. In northwestern Florida a culture called Santa Rosa-Swift Creek supplanted the earlier Deptford culture. The designs which were impressed on the pottery with wooden paddles were composed of curved lines; the pottery is known as complicated stamped ware. Burial mounds appear, and it is assumed that this is the first period with agriculture. In south Florida our first real evidence dates from this time, and a plain pottery with quantities of sand in it, known as Glades Gritty ware, was made. Our knowledge of east Florida at this time is rudimentary.



Pot of the Weeden Island Period, about 1200-1500 A. D., which has been made to resemble a frog. (In Florida State Museum, Gainesville.)

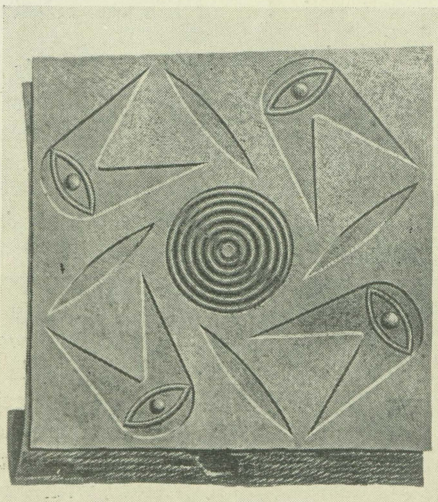
About two hundred years later the culture on the northwest coast had undergone another distinct change, and is called Weeden Island, after the site in Tampa Bay where the pottery was first described. This culture covered at least 400 miles of coastline from the Manatee River into Alabama. Its extent inland is still unknown, but it is reasonably certain that it did not extend full-blown as far as the east coast, although similar materials come from that area. One of the distinctive types of pottery of this period is decorated with curved incised lines with areas filled with either incisions or shallow punched marks. Vessels with heads of birds and animals

modeled on them occur at this time as do also vessels made in the shape of human beings. In many respects this is the peak of prehistoric Indian art in Florida, and due to the rather spectacular nature of the materials and their location in obvious burial mounds it is perhaps the best known of Florida cultures. In south Florida in this period we first find the Glades Gritty pottery decorated with simple incised designs around the rim of the vessel.

Agriculture seems to have been more intensive in the Weeden Island period and the population seems to have been larger than in previous periods. This period ends at about 1550 A.D.

Temple Mounds and Spaniards

Most of the very large mounds one sees in Florida, such as the famous Lake Jackson Mounds north of Tallahassee, the large mound in the city of Fort Walton, or the big mound group at Ortona, west of Moorehaven in southern Florida, date from relatively late times. These large mounds were not built to house burials, although some burials are occasionally found in them. They were primarily built as substructures for buildings; temples or chief's houses. Many of these mounds contain nothing of interest to the relic collector, but they do contain the evidences of how the Indians built their structures; evidence which is destroyed by haphazard digging for relics.



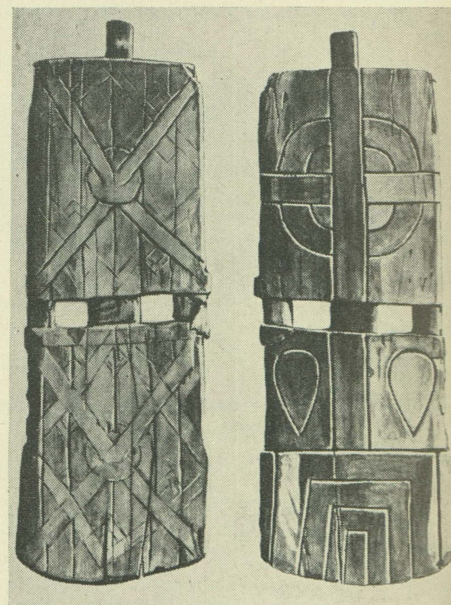
Copper plaque found at Mount Royal on the St. Johns River. The designs are those used by an Indian cult in early historic times.

In northwest Florida this late period, beginning in about 1550 and continuing well into historic times, is called the Fort Walton Culture. The form and decoration of pottery undergoes another change, with bowls with incised designs around the rim being common. In south Florida this time period is called Glades III and the famous Key Marco site, with its unique wooden objects dates from this time.

European trade materials have come from some of these late sites, but the exact knowledge which we might desire concerning them is still incompletely known. Historically, too, we learn of villages of this period with their large temple mounds. The cavaliers of DeSoto delighted in riding their horses up and down the ramps which led to the tops of the mounds. The Indians who built these large mounds, and lived in the villages adjoining them were, then, the early historic tribes of Florida.

Surprisingly enough we don't know as much about Florida in early historic times as we might. The older archaeologists were interested in the remote past and did not attempt to tie archaeology to history. A beginning has been made, and eventually this will prove to be one of the most interesting chapters of Florida archaeology.

We do know that the Seminole and related Indian groups moved into Florida in comparatively recent times.
Continued on Page 25



This illustration shows both sides of a wooden plaque from South Florida which was preserved by burial in muck.

Money Grows on Trees

Although the long grey Spanish moss that hangs from Florida trees is undoubtedly picturesque, it has far more than scenic value to northern upholstery manufacturers, as well as to moss-gatherers who receive about \$15,000 a month for their strange crop at a moss plant one mile north of Plant City.

The moss concern the past year has bought as much as 18 million pounds in a four month period, R. D. Curington, plant manager, said, and pays well for it too, he added.

"We paid more than \$60,000 to moss workers during the summer months alone," Curington said, arguing against the oft-repeated statement that money doesn't grow on trees, "and there are plenty of Floridians who depend entirely on their moss pickings for a livelihood.

In a busy period, an almost continuous stream of trucks and cars, loaded to overflowing with the raw moss goes into the weighing platform daily from the surrounding countryside.

There moss workers, who pick their "crop" wherever they can find it, sometimes cleaning trees at private residences and groves at no charge other than what they get from sales proceeds, are paid from 50 to 80 cents a hundred pounds for green moss depending on the grade and season.

Dried moss brings as much as \$5 a 100 pounds.

It is used chiefly for upholstering furniture and car seats. Large trucks hauling as much as 9,000 pounds each leave regularly for a gin at the firm's Ocala headquarters. There the outer husk—only the thin hairlike inner portion is used—is knocked off by rapidly whirling discs. The finished product is baled and shipped to waiting markets.

One hundred pounds of moss, as it hangs on practically every Florida tree, will weigh only eight pounds when fully processed and used in your easy chair.

The demand is much greater than the supply, Curington said.

"We buy every ounce of moss brought here," he explained, "and even with present car and furniture restrictions, we still can't fill outstanding orders in less than two years."

A Plant City gin may be set up in the future to supplement the Ocala plant, he added, and the market will be even more wide open.

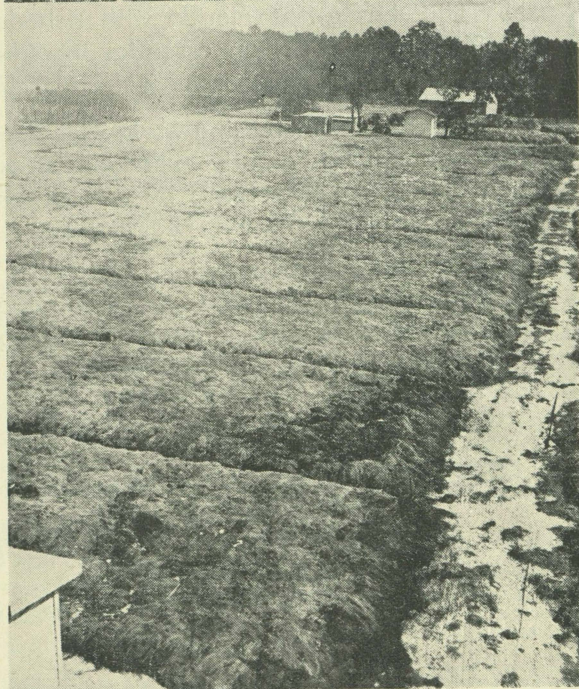
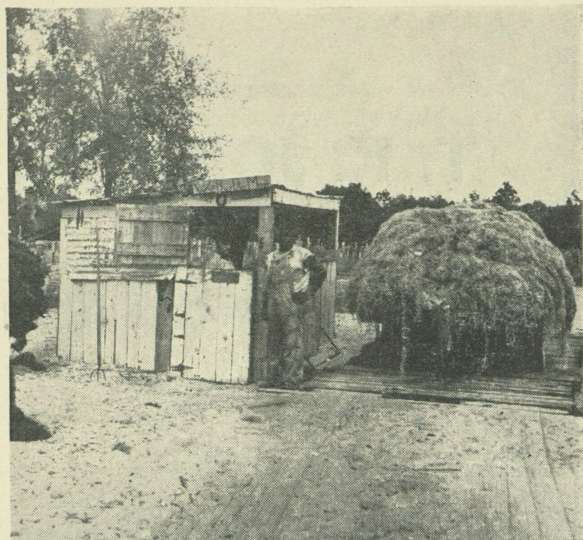
The manager said a truck would call for and pick up moss gathered by persons who have no way to transport it, provided they gather at least 1,000 pounds. However, as five tight-packed sacks of dry moss weigh barely 30 pounds they haven't as yet been troubled much by their free hauling service.

At the plant 30 acres of stored and drying moss are packed waist-deep, furnishing a giant size wrestling mat for hordes of neighborhood children frolicking on top of it.

The moss grows a foot a month in summer, slightly less than that in other seasons, and the moss man said the market was also better in summer because persons out of work at Florida winter-time occupations turn to mossing in the slack season.

Proof that the long grey can readily be converted into long green was offered by one Hillsborough County moss market-goer, R. L. Lewellan, part time mason, who said there aren't enough bricks to make his vocation worthwhile these days.

He drove up with a truck load of the stuff he had gathered and dried in his spare time, weighed in, collected \$57 and drove off, seemingly unworried by the brick shortage.



No. 1—Negro, Tampa, weighing in moss, his sole means of livelihood.
No. 2—Moss yard employees hanging moss out to dry before shipping to Ocala for finishing processes.
No. 3—30 acres piled waist deep in stored and drying moss.

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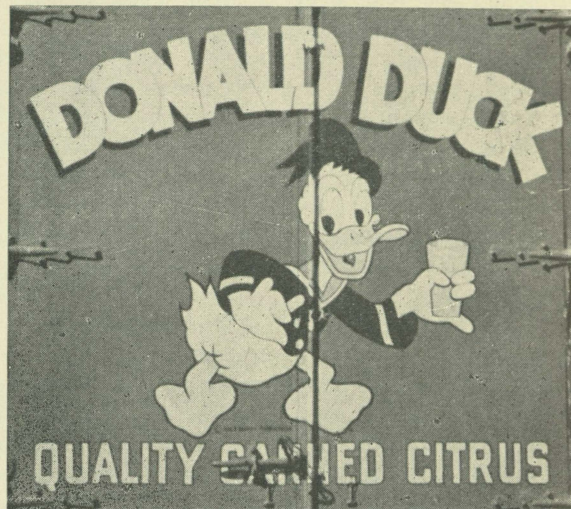
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IT HAPPENED IN FLORIDA.....

Julia Rehwinkel Holland

The thief who stole a Miami woman's corset on a recent night and threw it away a short distance from the owner's home will never live it down. The corset had \$400 in cash sewed up in it.

A pair of goodhearted bandits returned \$4 to James H. Hickox of Miami when they demanded the rest of his money and he told them, "I'm only a night watchman; that's all I have."

The office of Miami Deputy Collector of Internal Revenue was the site of plenty of excitement during the 1947 income tax filing period. Two women started a fight when one took the other's seat at a table, one person had an epileptic fit, and two others had heart attacks.

Paul Richard Paturel, 26, recently working as an assistant machinist at a Jacksonville shipyard, is now in New York with better than fair prospects for fame and fortune—thanks to the Duval County Chapter of the American Red Cross. A play "Curiosity" of which he and Roy Hargrave are co-authors, was ready to go into production in New York and he was wanted there immediately, but the Red Cross had to locate him.

A Tallahassee man, Rex Deal, State Motor Vehicle Department employee, makes table centerpieces, flowers for parties and corsages for ladies from turnips, carrots, beets and rutabagas. His hobby of carving flowers from vegetables started in 1933 when he saw a man at the Chicago world's fair making a rose from a carrot with an ordinary pocketknife.

Richard Maduro of North Madeira Beach, St. Petersburg, was told that he was paralyzed from the waist down for life as the result of a motorcycle accident three years ago but has overcome part of his physical difficulty and started a thriving business making shell jewelry, articles of plastic, wrapping fishing poles, weaving dip nets and shrimp nets. In addition, he is taking a correspondence course in short story writing and wants to form a club of paraplegics so he can share his experiences.

Tree snails, those beautiful animat-

ed orchids gay as Christmas ornaments on their beloved hardwoods, once plentiful on Florida's most southerly tip, their only habitat in the Continental United States, are rapidly becoming extinct, but the Florida Board of Forestry and Parks is trying to reverse this unhappy trend.

In properly cultivated Florida pineapple fields it is possible to pick some fruit every month of the year.

According to Dr. John Gifford, the whitewood which grows in Florida is the only native wood that withstands the ravages of sea worms.

Two perfectly harmless snakes recently "captured" and held for twelve hours a Pan American Airways cargo plane en route from Barranquilla, Colombia, to Miami, with a cargo of 12 snakes, 48 alligators and an assortment of tropical birds. Captain Jack Adriance promptly closed the compartment door when he discovered the two 6-foot snakes had gotten loose, customs officials sealed the door when the plane reached Miami and it stayed closed until someone finally thought of summoning Roy Montgomery, Dania snake expert. When Montgomery arrived, he found the mutineers were harmless boa constrictors and comparative babies at that.

Jacksonville zoo habitués are a-twitter over the buffalo calf recently born there. Mother and offspring are doing well.

Charles A. Kelley of Miami needs a "dog-sitter" for his nine-year-old English bull, a blue ribbon prize-winner insured for \$100,000. It seems the dog likes the radio on and likes to have someone around, which presents a problem when Mr. and Mrs. Kelley want to go somewhere at night.

A baby porpoise, approximately 24 pounds in weight and 33 inches in length, recently born at Marineland, is as far as is known the second porpoise ever born in captivity. The first, born at Marineland before the war, died soon after birth, but the new arrival, which has been christened "Spike," seems to be doing nicely.

The mystery of the coon, which was cornered over the lofty north lobby door of the Dade County courthouse

where it was caught by the Miami dog catcher with a pole and noose, was solved when Douglas B. Dosson reclaimed his pet at the dog pound.

When R. D. Morley of St. Petersburg was told by conservation officers he couldn't raise and sell pheasants in Florida, he got mad and had the law changed, and has started what may one day be a big industry. This year the Morley Pheasant farm plans to raise 2,000 birds which will consume \$10 worth of food a day, amounting to half a cent a day for each bird, and, when marketed in October, each will be worth \$4 at the farm.

Two brothers were recently reunited in Jacksonville after a separation of 40 years. One was Henry William Schapterkotter of Jacksonville, who left his native home of Amsterdam in 1907. The other was Jacob Schapterkotter, now manager-general of the Firestone Import-Export Company in Amsterdam, who arrived in the United States for conferences with his company officials and visits with a brother in Michigan and the brother in Jacksonville.

Seeing the Everglades for the first time recently, Louis Bromfield remarked, "It looks like India." The noted author of "The Rains Came" and "Night in Bombay" was accompanied by George Hawkins, friend-companion-manager, on his visit to Palm Beach.

Dr. Peyton H. Enniss, who has devoted most of his life to tracing down the material relics from the civilization of Biblical times, has been visiting at the home of his brother, P. C. Enniss, in Jacksonville while convalescing from an operation.

The great-great-grandson of Benjamin Franklin, Franklin Bache Huntington, 72, recently died in a St. Petersburg hospital. He had been flown by air ambulance from New York where he had been found in a dingy room, critically ill and unattended, on January 10. For a time he seemed to be making remarkable progress but was suddenly stricken with pneumonia from which he might have recovered had it not been for the weakness of a previously overburdened heart.

In reply to a divorce suit filed in Miami by "Cinderella Man" Dudley J. Clogher, Princess Elizabeth Rospigliosi says she doesn't believe she is married to him at all, but, married or not, he managed her securities ac-

(Continued on Page 17)

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IT HAPPENED IN FLORIDA

Continued from Page 15

counts in such a way that "suddenly, like Cinderella, he converted his simple raiment and position into that of a substantial business man with large, gaudy offices on Lincoln Road."

Mrs. Antoinette Tabor of Miami Beach, in suing for divorce from Miron Tabor, complained he had thrown a box of spaghetti at her because he had requested macaroni for dinner and got spaghetti instead.

A truly honest man has been found. He is M. G. Graham of Largo, who recently walked into Detective Capt. John S. Siers' office in St. Petersburg with a woman's handbag containing a bracelet valued at \$4,500 and \$90 in cash, found on a highway near the woman's home while he was collecting garbage to feed his pigs.

Chief Miami Building Inspector W. H. Peace has no telephone and won't have one in spite of an offer of free service. This offer comes from a man of similar name who is aggravated by scores of daily calls asking for the building inspector.

A Tampa school teacher, taking books down off a shelf, stirred up some dust, which made her sneeze and she broke a rib.

Bad flying weather, which caused a plane to land in Miami instead of Havana, Cuba, netted Uncle Sam \$15,000 in gold and virtually broke the heart of a 20-year-old Mexican youth Enrique Trava Quintero. Quintero was to have delivered the money for his father to a man in a washroom of the Havana airport but, when the plane went instead to Miami, a sharp-eyed customs inspector noted Quintero seemed slightly stooped by something heavy in his pockets and unburdened him of his valuable cargo.

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WEST PALM BEACH, FLORIDA

County Activities and Personalities . . .

L. M. Carpenter of the Scobie Fish Company, Titusville, has been named by Governor Millard Caldwell to succeed the late Ward C. Klingensmith as Brevard County Commissioner. He will serve until the 1948 general election.

Osceola County Commissioners are seeking to have local laws enacted during this session of the State Legislature, to sell or exchange any county property not used or needed for county purposes upon approval of the county judge or circuit judge and to ratify previous sales.

Representative Alexander MacWilliam is sponsoring legislation recommended by the Indian River County Commissioners to change the method of nominating County Commissioners from districts and nominate them from the county as a whole.

Legislation authorizing creation of a jury commission in Marion County is being requested by the Marion County Commissioners.

The following proposed legislation was discussed by the Leon County legislative delegation with constituents: (1) providing for election in county on licensing the package store sale of whiskey; (2) giving the County Commission power to set up zoning restrictions along highways; (3) Cattle fencing; (4) enabling the City of Tallahassee to issue revenue certificates in sufficient amount to construct municipal hospital; (5) Proposal to elect five City Commissioners for Tallahassee instead of three.

Palm Beach County Commissioners endorsed a rather extensive legislative program, including the following proposals: (1) A streamlined registration bill; (2) establishing beach erosion districts; (3) Authorization for the leasing of Morrison Field to the Federal government; (4) fixing the salaries of circuit judges in the county at \$10,000 instead of \$8,500, the county to pay the difference; (5) to permit the commission to dispense with use of voting machines in special elections; (6) to authorize Road District 20, Delray Beach, to issue bonds to rebuild Atlantic Avenue Bridge; (7) Similar bill for Road District 3, Monet Bridge; (8) to allow establishment of a public law library in court house from money collected in additional attorney license and divorce suit filing fees; and (9) provid-

ing that no transfer or assignment of State or county tax sales certificates shall be valid until transfer is recorded in the circuit clerk's office.

The Hillsborough County legislative delegation before coming to Tallahassee for the 1947 session of the Legislature asked the Hillsborough County Commissioners to obtain land for the establishment of a medical college in Tampa, obtain site for a building to house all State offices now in Tampa, and ask the legislature for an enabling act by which the county could establish a beach in the Tampa area.

The Ocala City Planning Board voted unanimously to recommend to the Marion County Commissioners the passage by the legislature of an enabling act which would permit zoning in Marion County outside the Ocala city limits.

Dade County Commissioners have been considering a request for placing agricultural land at the west end of the county's Northwest section under zoning restrictions which are in effect in other parts of county.

Hillsborough County Commissioners have established a system of water control through dam and lock construction in one district of the county and are considering a similar program for another district if property owners want it. A group of Tampans and grove property owners viewing the first six check dams built enthusiastically recommend this water control program for statewide adoption.

It is planned by the Gadsden County Commissioners to replace all wooden bridges in the county with bridges of concrete construction as fast as the wooden bridges become unusable.

Madison County Commissioners are requesting the State Road Board for a loan of \$400,000 for lateral roads, interest at one per cent to be paid from the county's share of the gas tax money.

A tentative arrangement whereby the City of DeLand and Volusia County will purchase a shell pit at St. Francis on the St. Johns River northwest of DeLand has been approved by the Volusia County Commissioners.

Dade County Commissioners have instructed the County Engineer to discon-

tinue using bay-bottom sand on road projects. They are afraid the removal of the sand will eventually destroy beaches.

In joint session with the Orange County Budget Commission, the Orange County Commissioners adopted a resolution authorizing the borrowing of \$150,000 from the State Road Department for the purchase of rights of way on the Cross State Highway now under construction.

After being closed for several months, the famous Ocean Boulevard between Lake Worth and Palm Beach has been reopened. A detour route closed since the main boulevard route was washed out last year was repaired at a cost of \$1,000 so this route could be used while condemnation suit against certain properties along the main boulevard is being settled.

The State Road Department has assigned an engineer, Charles Doll, to assist the Hillsborough County Commissioners and the City of Tampa with acquisition of rights-of-way needed for the \$800,000 reconstruction and widening of Hillsborough Avenue from Nebraska Avenue to the overpass at Fiftieth Street.

A rebuilt Sligh Avenue bridge has been opened by the Hillsborough County Commission. The new vibration proof bridge cost \$6,000 and \$3,000 worth of lumber was salvaged from the replaced bridge.

Palm Beach County Commissioners are proceeding to secure final parcels of right-of-way for roads in that county included in the tentative 1947 budget of the State Road Department. These roads are the three miles of four-lane road through Riviera Beach to the Earman River, six miles of four-lane road on U. S. Highway 1 from the Broward County line north, extension of Military Trail six miles northward to connect with Jupiter, the rebuilding of Delray West Road. The Road Department has also approved a survey for a new bridge immediately north of Riviera Memorial Bridge.

Lee County Commissioners have approved sale of \$9,000 in bonds from the Sanibel operating fund, the money to be used for construction of about four miles of asphalt road from Kinzies landing to Brewer's corner, and adopted a resolution favoring priority for the Im-

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mokalee Road over the paving of McGregor Boulevard, but demanded that the State Road Department complete both projects in 1947. They also gave tentative approval of county aid for construction of a road from Federal Highway eastward into Port Everglades after Port Commission acquires right of way.

The State Road Department has started work on the Palm Beach Highway in Lee County and the Lee County Commissioners have approved a proposal for the State to pay property owners for right of way damages on the project.

2.6 miles of the Pleasant Grove loop route is being hard surfaced by the Escambia County Commissioners.

Monroe County Commissioners are planning construction of a bathing beach. Sites considered for the beach were West Martello Tower, Stock Island and Boulevard.

A resolution providing that one-half of the money received each year from the State race track tax will be set aside for the proposed new County Hospital has been adopted by the Manatee County Commissioners.

Escambia County Commissioners have decided to use a portion of the former County Tuberculosis hospital for the treatment of city-county patients under

the care of Dr. W. E. Tugwell, city-county physician.

The expenditure of money necessary to secure and move four buildings from Camp Blanding to Gainesville to be used as an annex to the Alachua County Hospital has been authorized by the Alachua County Commission.

A number of companies submitted bids on the DDT needed for the 1947 mosquito control program of the Brevard County Commissioners and they hope to be in a position to start spraying any time surveys indicate it is needed.

The proposed establishment of a mosquito control district along the coastal area of St. Johns County was defeated in a special election by a margin better than 2 to 1.

Hillsborough County Commissioners have authorized insecticide spraying of the Tampa Bay coastline by Army planes as a mosquito control measure.

The Volusia County poorhouse has had a new coat of paint by order of the County Commissioners.

Bay County Commissioners have contracted with Norman P. Gross, Panama City architect, to draw up final plans for a fireproof addition to the county courthouse to provide safe storage of valuable county records.

If legislative approval can be secured, the Dade County Commission will build its own incinerator and collect its own garbage.

Duval County Commissioners will seek a \$1,625 transfer from its contingent fund for new improvements and repairs to the criminal court building. The improvements will include renovating the courtroom floor, painting jury rooms and repairing desks and chairs.

EDITORIAL—Cont'd.

Continued from Page 7

stated clearly that the power for traversing that distance must be provided by the elected legislative representatives of the people. The goal itself he enunciated most eloquently.—*Jacksonville Journal*.

NOTHING TO GNAW ON

Political opinion in this capital on Governor Caldwell's message may be summed up briefly: He gave his legislative foes no help. Thus, the anti-Caldwell lawmakers were left in the unhappy position of having to quarrel with conditions rather than with the chief executive.—*Allen Morris in Pensacola Journal*.

THE GOVERNOR'S MESSAGE

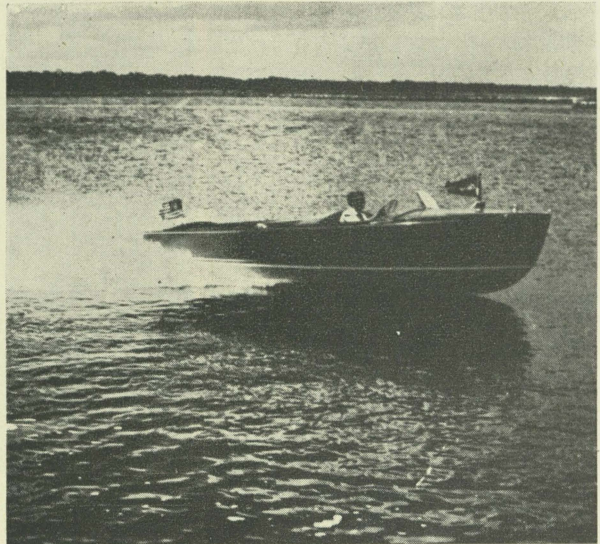
The 1947 Legislature should pay heed to Governor Caldwell's program for the next biennium, as contained in his message late yesterday. The message contains a hard core of constructive suggestions for the benefit of the state, as well as some controversial matters.—*Miami Daily News*.

THE GOVERNOR'S MESSAGE

With six words, Governor Millard Caldwell, courageous and confident, laid Florida in the hands of its legislators. Within the next 60 days, 38 senators and 95 representatives will shape the destiny of this great and growing state. It is a responsibility not to be regarded lightly. It will not be regarded lightly, because these legislators are Floridians first, last and always. "Florida's future is in your hands," Governor Caldwell significantly said as he finished his message to the biennial session of the Legislature Tuesday afternoon. What a challenge that is

to the 133 men who make up the house and senate. Surely they will accomplish the great objective. Florida's future is being built for those who come after us.—*Tallahassee Daily Democrat*.

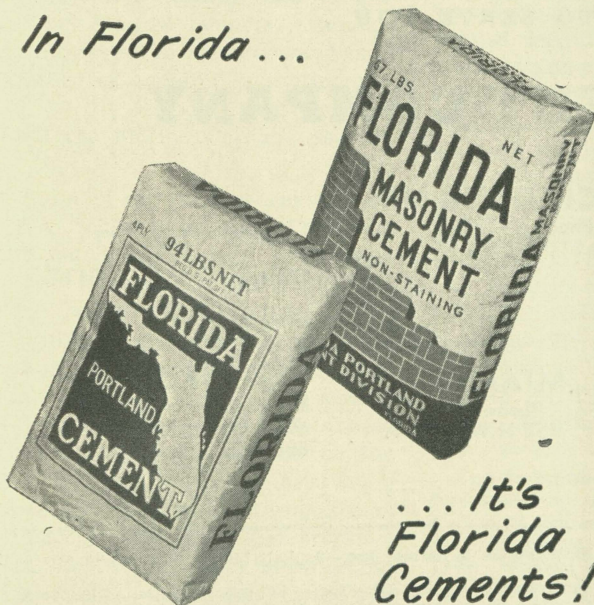
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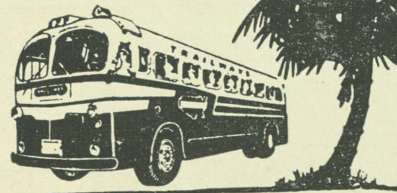
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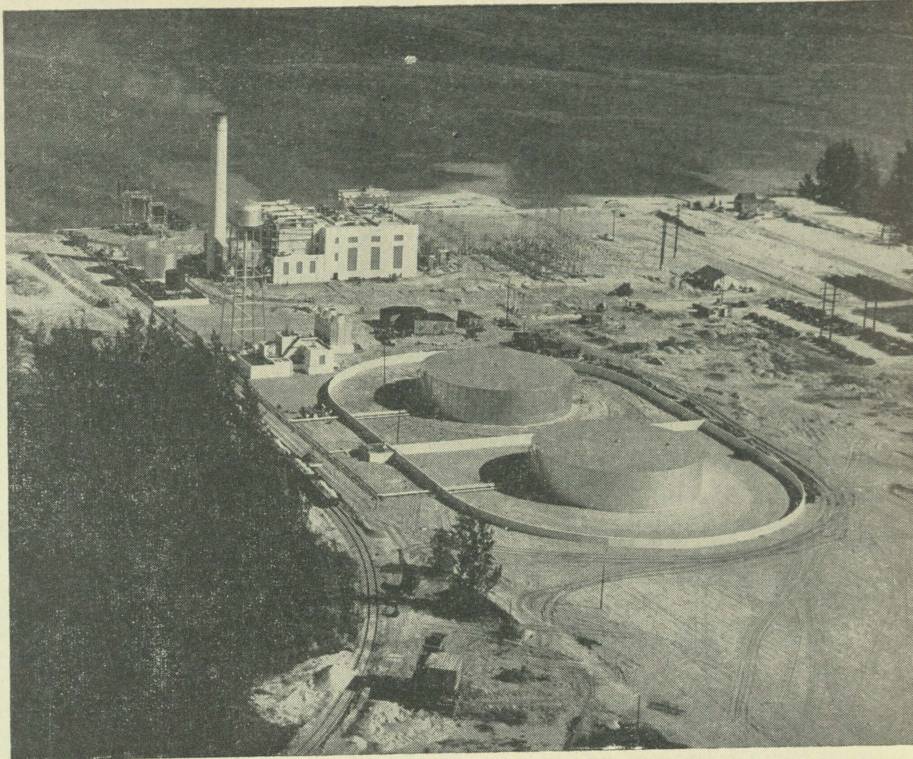
New Generating Plant

Seen here is one of the world's most modern electric generating plants, Florida Power and Light Company's new and powerful station at Riviera, Fla., formally dedicated Feb. 25 with ceremonies attended by several thousand persons. The plant is the largest single project undertaken by Florida Power and Light Company since 1925 and is the second major project to be completed in its current \$24,000,000 construction and expansion program.

The huge, 56,000 horsepower plant is now pumping electricity into the company's statewide system of transmission lines, providing for the immediate and future electrical needs of homes, farms and businesses in areas served by the company.

Covering 21 acres, the big station was planned early in 1944 when company engineers made studies of the areas' power needs. Ground for construction was broken June 7, 1945. The plant possesses the largest turbo-generator in the company's entire system, a gigantic 270-ton unit that spins 60 revolutions per second and whirls its blades faster than the speed of sound.

To handle the additional electric power being generated by the Riviera plant and other plants in the company's ex-



pansion program, new substations have been built and others enlarged. Despite a shortage of critical materials during the past year, the company's high voltage lines were extended, af-

fording further power protection to communities served. Rural and other distribution lines to serve farms, homes and businesses have been expanded, also.

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Gorman-Rupp Company—Pumps, self-priming, centrifugal, triplex and irrigation.
Hell Company—Dump Bodies.
Heroules Company—Road Rollers.



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CITRUS CANNING SURVEY

Florida's citrus canning industry is the first canning group in the Nation to take advantage of the services and facilities offered by the new mobile field laboratory trailer of the National Canners Association, N.C.A. officials announced today.

The entirely motorized and completely modern field laboratory unit, which came here from N.C.A. headquarters in Washington, D. C., will use Lake Wales as an operating base while making surveys of most of Florida's citrus canning plants.

The purpose of the survey is to further the work already being done by the Florida citrus canning industry in maintaining the highest possible standards of cleanliness and sanitation in the handling and processing of its products. To continue this program, the N.C.A. field laboratory has been asked to survey citrus canning operations, determine whether any steps in the process require special attention, and suggest the most efficient means of improving the canning technique.

This work is largely exploratory at present, for it is not definitely known that any difficult problems exist in the sanitary control of citrus processing, a spokesman for the Florida canning industry said. However, this sort of survey has been helpful in other branches of the canning industry, and is welcomed by Florida canners, who are keenly interested in research, and is in furtherance of research activities carried on by the Florida Citrus Commission and the Florida Canners Association.

For the next six weeks, a trained staff of N.C.A. technicians, using the new 24-foot mobile laboratory as a base, will survey the canning plants throughout the citrus canning areas. The trailer, adapted and equipped as a full-fledged mobile bacteriological laboratory, is merely the latest of the several improvements that dot the history of this unusual scientific service to the canning industry, which began 20 years ago when the National Canners Association, finding it desirable and practical to check laboratory results under actual conditions in the canneries, started the practice of shipping out portable laboratory units packed in boxes. This method was later improved by fitting up a truck, parking it at some centrally-located plant and bringing samples in for study from neighboring canneries by motor car. Improvements tending towards more compact units and better

equipment have been constant through the years.

The "know-how" developed by the N.C.A. Laboratory was called into service during the war by the Subsistence Research and Development Laboratory of the U. S. Quartermaster Corps when it placed in operation large mobile field laboratories in the form of trailer type trucks for making surveys in canning plants preparing foods for overseas shipment. N.C.A. technicians helped with the design and operation of these units, trained the Army personnel in field laboratory methods and served in an advisory capacity. In fact, some of the Army personnel were former members of the N.C.A. staff, so assigned because of their knowledge of method and procedure.

With resumption of peacetime production programs in the canning industry the laboratory on wheels has now another progressive advance. The panel truck has been superseded by a new and commodious trailer with ample working space for three or four people. It is fitted with work benches around its forward compartment and across the back.

Major equipment includes an electric refrigerator, and commodious electric incubators have been built in. A steam pressure sterilizer, essential for sterilizing glassware and culture media, is installed and can be operated either from an outside steam supply or by the bottled gas from the trailer's supply, which is also piped to the work benches. Sinks and ample cupboard, drawer and desk space complete the fixed equipment of the laboratory, and it carries the usual paraphernalia of the bacteriologist—microscopes, a pH meter, jars, plates, tubes, petri dishes, etc. Complete in itself, the trailer laboratory requires only an outside source of water and electric current, which it can obtain at the canning plant when it is "on location."

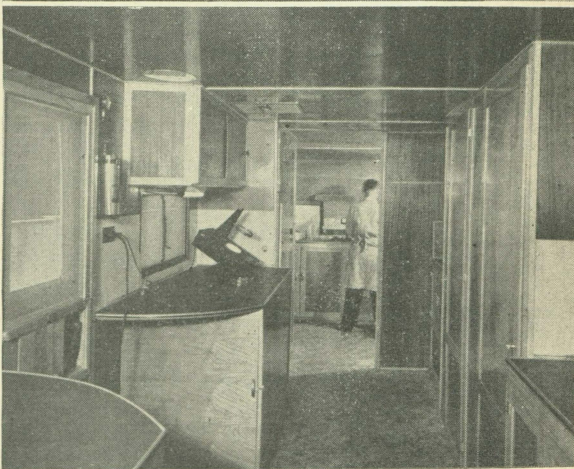
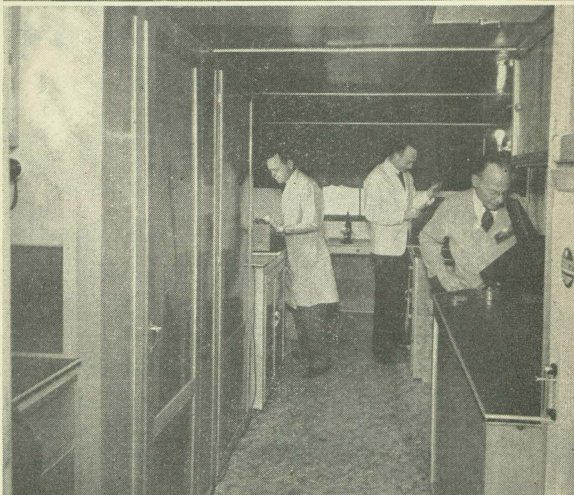
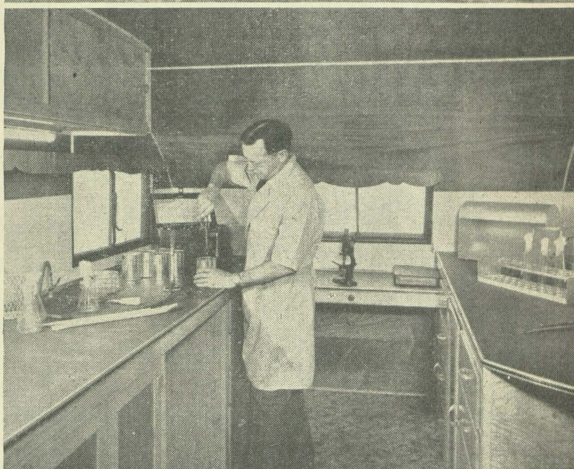
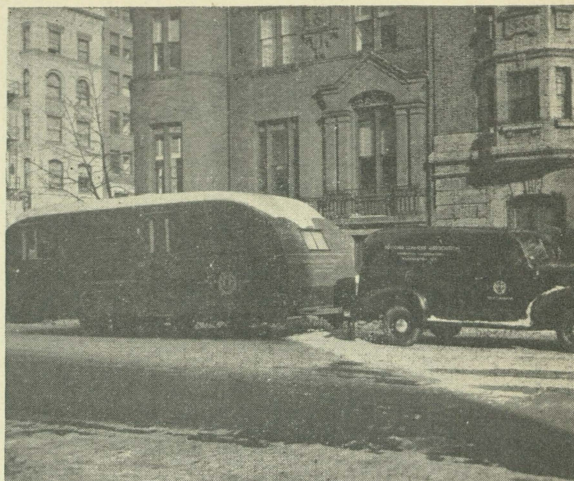
Later in the season, following its
(Continued on Page 25)

Top to bottom: The new mobile laboratory trailer of the National Canners Association shown at Association headquarters in Washington just before it started for Lake Wales, Florida—first stop on the 1947 field trip, which will cover the canning areas of six states.

View of work space in fore part of the Field Laboratory trailer.

Another scene in fore part of the Field Laboratory trailer showing three N.C.A. bacteriologists at work.

Looking towards the rear of the Field Laboratory trailer, where is located the equipment for the preparation and sterilization of the glassware and media required for bacteriological tests.



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DEATH RIDES THE HIGHWAY

War stepped down to second place as a killer when Governor Millard F. Caldwell rated it against highway accidents. Said the Governor:

"This is war against a ruthless enemy. If as many Floridians were being killed and maimed annually by enemy bombs as by traffic accidents, the people of Florida would be electrified and they would be waiting breathlessly for news of a council called, as this one has been, to take appropriate action to deal with such a threat to security."

The aggression of a national enemy, such as that of the Japanese at Pearl Harbor, galvanizes the nation attacked at once. But the Death that rides our highways strikes at out-of-the-way corners, in the small hours of the morning, in the lonely streets of the sleeping city. Only if we personally hear the screech of the brakes, the cries of the person struck down, do we know what horror is in our midst. Otherwise this Death is but a figure in a column of figures, even when, as in Florida, the size of the figure stands out among those of the nation.

Against what do we fight? We fight, said Governor Caldwell, against "unsafe vehicles, drunken drivers, poorly designed intersections, grade crossings." The Orlando conference is seeking out these and other enemies. But unless the people of Florida mobilize behind these experts, Death will continue to ride the highways, and none will challenge his right of way.—Jacksonville Journal.

KEEP IT GREEN

The "Keep Florida Green" campaign should evoke full co-operative interest on the part of every Floridian. The movement got under way with Governor Caldwell's conference last month. It aims to conserve one of the state's great assets—its forests. Each year our loss from forest fires runs to \$8,000,000. Only one per cent of timber fires is caused by lightning. The rest man makes.

How can you help to prevent these disastrous fires? Think over these facts.

One-quarter of all forest fires are started by careless smokers. Throwing away blazing matches, leaving smoldering campfires, failure to scrape away surface dirt and debris before starting a fire, flipping lighted cigarettes from moving motor cars along country roads, carelessness in brush burning are the great menaces to our forests.

The hunter, the camper or the city dweller motoring through the country on his day off or his annual holiday can become a menace to the state's assets by casual carelessness.

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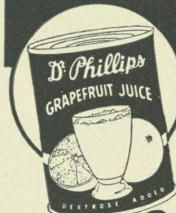
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DIGGING UP FLORIDA'S PAST

Continued from Page 12

times; the eighteenth century. However this gives us several previous centuries during which the Spaniards were in contact with the original inhabitants of the state.

In a mound south of Sebring, Florida, archaeologists of the Florida Park Service have been uncovering the skeletons of Indians who had buried with them thousands of glass beads and other objects of European manufacture. This is a start toward learning more of the Indians with whom the conquerors and settlers of Florida came in contact.

A beginning has been made toward the end of unraveling the story of Florida's prehistoric past. Every month sees new knowledge added to the old, but the whole picture cannot be finished in a short time, and it is for this reason that our monuments of the past must be preserved; preserved for future scientific work, and preserved for future generations of Floridians who will come to appreciate them more because more is known about them.

OLD MISSION EXCAVATED

The excavation of a Spanish mission near Waukeenah, believed to be the first excavation of any mission east of the Mississippi River, has been completed.

This is important because it shows the relationship between Indians and Spaniards and gives us a picture of the type of buildings used at the period by the Spaniards.

Cross-section of a large shell heap in Volusia County. Many of these interesting prehistoric monuments have been destroyed.



No great discoveries were made but the excavation provided material of a vital nature in forming a picture of Florida's early history.

The excavation began February 15 and was finished March 11.

Among findings of the archeologist and his group of laborers were a gun barrel, Spanish pottery, a bronze crucifix, door hinges, and an anvil. Find of the crucifix was one factor in determining the location as a former Spanish mission.

From a study of early Spanish records, it is thought that the mission was San Francisco de Oconee. If so, it must have been built by Franciscan monks who came into the Tallahassee area in 1633. The mission was destroyed in 1704 by Colonel Moore, then Governor of South Carolina, who invaded north Florida with 1,300 Creek Indians and 50 British soldiers to harass the Spaniards. They burned several missions in the general area of Tallahassee. Col. Moore captured many of the Appalachi Indians, took them back to South Carolina and sold them as slaves. This raid broke up the Appalachi Indian nation.

The Spanish monks built two structures at San Francisco de Oconee. Built in rectangular shape, one building was 20x16 feet, the other 30x50 feet. The structures were made of wattle and daub—a combination of interlaced poles with clay applied on inner and outer sides to form the walls. Roofs were thatched, probably with palmetto.

CITRUS CANNING SURVEY

(Continued from Page 23)

Florida assignment, the trailer laboratory will engage in surveys at pea, corn, and tomato juice canneries in the Midwest. Since the inauguration of this service, by the National Canners Association, some 900 canning plants in nearly half the States of the union have been visited and canning procedures for more than 20 different canned products have been surveyed.

GAMBLE MANSION

A rather surprising question was posed in a meeting of the Governor's Cabinet at Tallahassee the other day. It concerned ownership of Gamble mansion, that fine old antebellum home at Ellenton which has been made over into

a museum to which has been brought many interesting relics of the Confederacy.

For years, by act of the Legislature, the Mansion and grounds have been maintained by state appropriation, its upkeep administered through Judah P. Benjamin Memorial Association. The caretaker of the property has resided in the great building which was erected a century or more ago as his home by Robert Gamble, whose plantation covered several thousand acres and on which was employed several hundred slaves. The Association asked the state to use part of its building appropriation to construct a separate house on the grounds for occupancy of the caretaker, so that rooms now occupied by the caretaker could be used for accommodation of the ever-growing list of articles and furnishings of pre-Civil War days which have been brought to the Mansion.

But Governor Caldwell told his Cabinet he has some doubt that the state's money could be used. Did the state own the Mansion and the grounds? he asked.

Yes, Governor. The state is sole owner. Back in the 1920s a local group got the money together to purchase the fine old building and several acres of ground surrounding it, and offered it to the state as a gift, the state to maintain it in perpetuity for public benefit. And the state accepted, provided funds for restoration of the building and thereafter for upkeep of the property. It is quite within the province of the state to use a few thousand dollars now to provide a home for the caretaker, so that all of the rooms in old Gamble Mansion may be used to display things cherished in another and beautiful period—that of the Old South.—Bradenton Herald.

Investment of Florida citizens in woodlands and mills amounts to \$850 for each family of five.

Florida's woods and mills provide 8,750,000 man days of employment.

There are 35,000 workers in forest work or forest industries in Florida.

Florida's woodlands products rank third among the State's producers of income.

Florida's woodlands support \$110,000,000 industry.

Florida's wood supply has shrunk 26 per cent in the last ten years.

Twenty-five thousand wildfires annually burn 306 million board feet in Florida—enough to build 40,000 five-room houses.

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Florida Highway Conference

Eleven road-building experts, including seven from Florida, will address sessions of the first annual Florida Highway Conference to be held May 12 and 13 at the University of Florida.

The conference, sponsored by the civil engineering section of the Florida Engineering and Industrial Experiment Station, is open to all persons interested in highways, according to Dean Joseph Weil, director of the station. No registration fee will be charged.

Out-of-state speakers on the program include H. E. Hiltz, deputy commissioner, Public Roads Administration, Washington, D. C.; Ben H. Petty, professor of highway engineering, Purdue University; Charles M. Upham, engineer-director, American Road Builders' Assn., Washington, D. C.; and A. R. Brickler, regional

highway engineer, Portland Cement Assn., Atlanta.

Other speakers include C. D. Williams, head professor of civil engineering at the university; F. Elgin Bayless, chairman, State Road Department, Tallahassee; W. A. McMullen, county engineer, Pinellas County, Clearwater; Roy K. Van Camp, city engineer, Tampa; L. J. Ritter, assistant professor of highway engineering at the university; W. M. Parker, State Road Department, Tallahassee, and Earl J. Reeder, director of department of traffic and transportation, Miami.

Presiding at the sessions will be E. C. DeGarmo, State highway engineer, Tallahassee; J. H. Dowling, former State highway engineer; Dr. R. A. Morgen, assistant director of the University's Engineering and Industrial Experiment Station; and John A. Long, executive secretary, Florida Road Builders' Assn., Tampa.

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Transactions of Meeting of Florida State Road Department

MEETING HELD AT MIAMI, APRIL 11-12, 1947

Pursuant to agreement at the last meeting, the members of the State Road Department of Florida met in regular session at Miami on the 11th of April, 1947 with all members present, as follows: F. Elgin Bayless, Chairman, Courtney Campbell, S. Kendrick Guernsey, Herman B. Fultz and Robert T. Carleton, Members, and J. Robert McClure, Secretary, in attendance.

APPROVAL OF MINUTES OF LAST MEETING

On motion of Mr. Campbell, seconded by Mr. Guernsey, the minutes of the meeting held on February 28 at Sanford and on March 1 at Tallahassee were approved.

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Carleton, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects, and for the furnishing of certain materials and pieces of equipment, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows, to wit:

CONSTRUCTION

Bids received February 6

Duval Eng. & Contr. Co., FI-9(7), 25, Alachua, \$193,460.89.

R. H. Wright & Son, UI-026-1(1), 9, Dade, \$836,795.09.

Bids received March 7

Smith Eng. & Const. Co., 4800-103 & 5800-104, 399, Escambia & Santa Rosa, \$18,929.38.

Bids received March 13

Duval Eng. & Contr. Co., S-191(1), 241-236, Alachua, \$91,520.55.

Bids received March 27

Glen G. Searing & Co., 5513-102, 151, Leon, \$15,305.06.

Cleary Bros. Const. Co., 7402-106, 5, Nassau, \$41,497.01.

Cleary Bros. Const. Co., 7402-901, 5, Nassau, \$17,500.00.

Cleary Bros. Const. Co., 7216-902, 13, Duval, \$4,990.00.

Cleary Bros. Const. Co., 8901-108, etc., 5, Martin, etc., \$157,464.40.

Cleary Bros. Const. Co., 1702-109, 45, Sarasota, \$12,261.00.

Duval Eng. & Contr. Co., 7002-116 & 7901-107, 5, Brevard-Volusia, \$98,828.16.

Hardaway Contr. Co., 4805-102, 93, Escambia, \$618,404.60.

W. C. Shepherd Co., F-003-4(11), 5, Martin-St. Lucie, \$414,205.09.

J. D. Manly Const. Co., FI-003-3(18), 5, Broward-Palm Beach, \$246,389.34.

J. W. Conner & Sons, Inc., S-131(1), 60, Polk, \$307,973.13.

MATERIALS

Bids received March 31

6,423 sq. ft. Steel Bridge Floor, Tenn. Coal, Iron & Railroad Co., \$11,497.17.

AUTOMOTIVE EQUIPMENT

Bids received February 26

1 2-ton Closed Cab Truck Chassis, 160" WB, Jacksonville, Riverside Chev. Co., \$1,576.75.

1 2-ton Closed Cab Truck Chassis, 160" WB, Jacksonville, Riverside Chev. Co., \$1,376.75.

Bids received March 1

2 2-ton Closed Cab Truck Chassis, 134" WB, DeLand, Acree Motor Co., Inc., \$3,582.48.

Bids received March 7

2 1½-2 ton Closed Cab Trk Chassis, 160" WB, Daytona Beach, Halifax Motors, \$2,932.94.

Bids received March 8

2 1½-2-ton-Closed Cab Truck Chassis, 160" WB, Miami, Luby Chevrolet Co., \$2,427.42.

1 1½-2-ton Closed Cab Trk. Chassis, 134" WB, DeFuniak Spgs., Rivard Chevrolet Co., \$1,345.91.

1 1½-2-ton Closed Cab Trk. Chassis, 134" WB, DeFuniak Spgs., Rivard Chevrolet Co., \$1,220.91.

1 1½-2-ton Closed Cab Trk. Chassis, 160" WB, DeFuniak Spgs., Rivard Chevrolet Co., \$1,204.91.

1 1½-2-ton Closed Cab Trk. Chassis, 160" WB, DeFuniak Spgs., Rivard Chevrolet Co., \$1,189.91.

1 1½-2-ton Closed Cab Trk. Chassis, 160" WB, Graceville, Jones Motor Co., \$1,418.91.

1 1½-2-ton Closed Cab Trk. Chassis, 160" WB, Graceville, Jones Motor Co., \$1,288.91.

1 1½-2-ton Closed Cab Trk. Chassis, 134" WB, Graceville, Jones Motor Co., \$1,424.91.

1 1½-2-ton Closed Cab Trk. Chassis, 134" WB, Graceville, Jones Motor Co., \$1,319.91.

3 Gasoline Generator Units, Baldwin, Gregory Electric Co., \$10,840.50.

Bids received March 12

1 1½-2-ton Closed Cab Trk. Chassis, 134" WB, Lake City, Summers Chevrolet Co., \$1,560.62.

1 1½-2-ton Closed Cab Trk. Chassis, 134" WB, Lake City, Summers Chevrolet Co., \$1,585.62.

Bids received March 17

2 2-ton Closed Cab Trk. Chassis, 134" WB, Daytona Beach, Halifax Motors, \$3,164.32.

1 1½-2-ton Closed Cab Trk. Chassis, 134" WB, Lake City, Summers Chevrolet Co., \$1,494.41.

1 1½-2-ton Closed Cab Trk. Chassis, 134" WB, Lake City, Summers Chevrolet Co., \$1,504.41.

2 Light 5-passenger 4-door Sedans, Tallahassee, Alford Chevrolet Co., \$2,541.20.

2 Light 5-passenger 4-door Sedans, Marianna, Harrison Chev. Co., \$2,385.70.

1 1½-2-ton Closed Cab Trk. Chassis, 160" WB, Marianna, Harrison Chev. Co., \$1,346.66.

1 1½-2-ton Closed Cab Trk. Chassis, 160" WB, Marianna, Harrison Chev. Co., \$1,416.66.

2 1½-2-ton Closed Cab Trk. Chassis, 134" WB, Marianna, Harrison Chev. Co., \$2,793.32.

Bids received March 19

1 1½-2-ton Closed Cab Trk. Chassis, 134" WB, Live Oak, Grantham Chev. Co., Inc., \$1,324.41.

1 1½-2-ton Closed Cab Trk. Chassis, 134" WB, Live Oak, Grantham Chev. Co., Inc., \$1,424.41.

2 1½-2-ton Closed Trk. Chassis, 134" WB, Perry, Dekle Motor Co., \$2,950.82.

Bids received March 20

5 1½-2-ton Closed Cab Trk. Chassis, 134" WB, Tampa, Ferman Chev. Co., \$7,985.80.

1 1½-2-ton Closed Cab Trk. Chassis, 134" WB, Tampa, Ferman Chev. Co., \$1,723.36.

1 1½-2-ton Closed Cab Trk. Chassis, 134" WB, Lakeland, Hammon Jones, Inc., \$1,484.91.

1 1½-2-ton Closed Cab Trk. Chassis, 134" WB, Lakeland, Hammon Jones, Inc., \$1,434.91.

Bids received March 21

2 2-ton Closed Cab Trk. Chassis, 160" WB, Ft. Lauderdale, Devock Chev. Co., \$3,206.82.

Bids received March 25

1 1½-2-ton Closed Cab Trk. Chassis, 134" WB, Tallahassee, Alford Chev. Co., \$1,896.29.

1 1½-2-ton Closed Cab Trk. Chassis, 160" WB, Tallahassee, Alford Chev. Co., \$1,749.33.

Bids received April 1

4 ½-ton Closed Cab Pick-Up Trucks, Ft. Lauderdale, Devock Chev. Co., \$4,459.60.

APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Guernsey, seconded by Mr. Campbell, the following Supplemental Agreements were approved:

Faulk & Coleman, 52, Gulf, 5103-103, \$1,600.00 Increase.

L. J. & W. L. Cobb, Inc., 51, 22, 21, 38, 100 & 256, Lake, 1107-902, 1111-105, 1115-901, 1116-901 & 1118-901, \$254.69 Increase.

Hardaway Contr. Co., 53, Escambia, 4810-103, \$2,000.00 Increase.

Duval Eng. & Contr. Co., 5, Marion-Levy, 3606-105 & 3404-105, \$462.45 Increase.

Marion Contr. Co., 31, Alachua, 2606-107, \$45,486.36 Increase.

Nolan-Dickerson, 2, Hardee, 0607-110, \$19,825.95 Increase.

R. T. Gordon, 1, Baker-Nassau & Duval, 2701-104, 7401-102 & 7201-107, \$7,382.99 Increase.

Smith Eng. & Const. Co., 83, Walton, 6004-902, \$16,756.80 Increase.

John C. Dickerson Const. Co., 23 & 2, Sumter, S-107(3), \$1,747.48 Increase.

L. J. & W. L. Cobb, Inc., 600, Volusia, FAI 117(3), \$9,274.05 Increase.

J. W. Conner & Sons, Inc., 22, Orange-Brevard, 7506-108 & 7011-104, \$14,458.50 Increase.

Duval Eng. & Contr. Co., 5, Duval, FI-79(7) Pt. 1 and 7207-109, \$50,000.00 Increase.

Jas. H. Craggs Const. Co., Univ., Alachua, 2618-104, \$4,854.49 Increase.

J. D. Manly Const. Co., 8 (70), Highlands, 0906-110 & 0906-111, \$665.93 Decrease.

Duval Eng. & Contr. Co., 376, Duval, 7219-103, \$424.56 Decrease.

F. Rust Smith & Sons, Inc., 40, Walton, 6006-104, \$400.00 Decrease.

L. L. Hall Const. Co., 106, Lafayette, 3305-102, \$42.00 Increase.

Brinson Const. Co., 600, Hillsborough, 1003-107, 0.00 Increase.

RESOLUTIONS REQUESTING COUNTIES TO OBTAIN RIGHT OF WAY

Routine resolutions were adopted requesting the counties to acquire the right of way for the following projects:

Baker, 125, 2704, From Survey Station 580 plus 80 to Taylor, Guernsey, Fultz.

Broward, 5, 8602, From 10th St. in Ft. Lauderdale to point 8.457 miles south of P. B. Co. Line, Fultz, Guernsey.

Calhoun, 73, 4704, From Frink to Clarksville, Fultz, Guernsey.

Jefferson, 57, 5403, Monticello to Ga. State Line, Guernsey, Fultz.

Nassau, By-pass, 7400-103, By-pass road near CAA Airport, Guernsey, Fultz.

Orange, 15, 7508, From Kentucky Ave. to Parramore St. on Gore Ave., Orlando, Carleton, Fultz.

Orange, 50, 7505, Minorville W to Lake Co. Line, Carleton, Campbell.

Orange, 50, 7506, Colonial Dr. from Kentucky to Mills in Orlando, Carleton, Campbell.

Orange, 437, 7508, From Plymouth to Road 435, Carleton, Guernsey.

Palm Beach, 7, 9327, Rd. 80 Nly to Martin Co. Line, Fultz, Carleton.

Sarasota, 45, 1702, Whitaker Bayou Br. & Approaches, Campbell, Carleton.

Volusia, 15, 7904 & 7905, From N. City Limits of DeLand to St. Rd. 600, and from Road 600 Nly .28 miles, Carleton, Campbell.

Walton, 395, 6011, From Rd. 30 S to Seagrove Bch. and E and W from Seagrove Bch., Carleton, Fultz.

Hillsborough, 60, 1014, Memorial Hi'way to P. I. Station 466 plus 86.02, Campbell, Carleton.

CONNECTING LINK FOR ROAD 50 IN ORLANDO

On motion of Mr. Carleton, seconded by Mr. Guernsey, the following resolution was adopted: BE IT RESOLVED By State Road Department

that Colonial Drive extending west from Kentucky Avenue within the City of Orlando be and it is designated pursuant to Section 341.64 Florida Statutes 1941 as part of the municipal connecting link road for State Road 50 in the City of Orlando which road is in process of construction from Minorville to Orlando and is aligned to enter Orlando on the west on the line of Colonial Drive.

BE IT FURTHER RESOLVED that a certified copy of this resolution be furnished to the City of Orlando.

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Savannah, Ga.
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Louisville, Ky.
- ★ THE ANDREW JACKSON
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CORRECTION IN MINUTES OF JANUARY 13 RESOLUTION RE-PLANS FOR DESIGN AND FINANCING OF INTERSTATE HIGHWAY SYSTEM THROUGH JACKSONVILLE AND DUVAL COUNTY

Mr. Guernsey called the attention of the Board to an error which was made in the resolution adopted at the meeting of January 13, 1947 with reference to the plan for design and financing of the proposed Interstate Highway System through the City of Jacksonville and Duval County, in the statement made in the said resolution that the said plan had been approved by the Board of County Commissioners of Duval County. He said that he had been advised on March 20th by the Chairman of the Board of County Commissioners of Duval County that the said Board had taken no action on the said plan, with the request that the statement be corrected in the minutes of the meeting of January 13.

On motion of Mr. Guernsey, seconded by Mr. Campbell, the Secretary of the Department was instructed to make such correction in the minutes of the Road Board's meeting of January 13 by deleting from the records the words, "and by the Board of County Commissioners of Duval County," from the first paragraph of the said resolution.

CORRECTION OF ERRORS MADE IN PRINTING OF THE 1947 BUDGET

Mr. Guernsey called the attention of the Board to four errors made in printing the 1947 Budget adopted for the Second Division and asked that these errors be corrected in the minutes of this meeting to conform with the Budget as adopted, the said errors being as follows:

The following items were erroneously included; and should be eliminated:

Columbia, FAS, 136(122), 2.00, Suwannee Co. Line-Hamilton Co. Line.

Columbia, 18, 4.5, Mikesville-Union Co. Line.
Duval, 7216, F, 13(47), 3.6, San Marco-Oak Lawn Cemetery.

Madison, 3501, FA, 10(1), 34.5, Aucilla River-Suwannee River.

In their place the following should have been listed:

Columbia County, FAS Road 18, 4.5 miles, Mikesville-Union County Line, at a total cost of \$88,550.00, prorated \$22,500 to Grading and \$66,050 to Paving, to be paid by County funds in the amount of \$68,550.00 and Federal funds in the amount of \$20,000.

Duval County, Job 7212, FU, Road 228, 0.82 miles, from Cassatt to Edgewood, at a total cost of \$123,000.00, prorated \$3,000 to Grading and \$120,000 to Paving, to be paid by State Funds in the amount of \$61,500 and Federal Funds in the amount of \$61,500.

Madison County, Job 3501, F, Road 10, 14.41 miles, from Madison to Suwannee River, at a

total cost of \$257,660.00, prorated \$36,000 to Grading and \$221,660 to Paving, to be paid by State funds in the amount of \$117,158 and Federal funds in the amount of \$140,502.

Suwannee County, Job 3701, F, Road 10, 11.54 miles, from the Suwannee River to Live Oak, at a total cost of \$167,882.31, prorated \$14,000 to Grading and \$153,882.31 to Paving, to be paid by State funds in the amount of \$76,334.31 and Federal funds in the amount of \$91,498.

It was noted that these substituted projects made no difference in the total amount allocated to the Second District, nor in the division of State, County and Federal funds respectively, as contained in the printed Budget.

On motion of Mr. Guernsey, seconded by Mr. Carleton, the Secretary was instructed to make a note of the corrections in the minutes of this meeting.

SALE OF SURPLUS R/W BOUGHT FOR RIDGEWOOD AVENUE IN DAYTONA BEACH—ROAD 5

On motion of Mr. Carleton, seconded by Mr. Guernsey, the following resolution was adopted:

BE IT RESOLVED by the Road Department that the Chairman and Secretary of the Department execute on behalf of the Department a deed to Volusia County covering that portion of Lot 1 of Osceola Park lying east of Right of Way of State Road 5, Section 9903 in Volusia County, pursuant to understanding with Volusia County that the same will be sold by the County at public sale after due advertisement, with the approval of the Department, and the proceeds of the sale will be deposited in the Volusia County Contribution Fund for acquisition of rights of way for Ridgewood Avenue, State Road 5 through Daytona Beach, Florida.

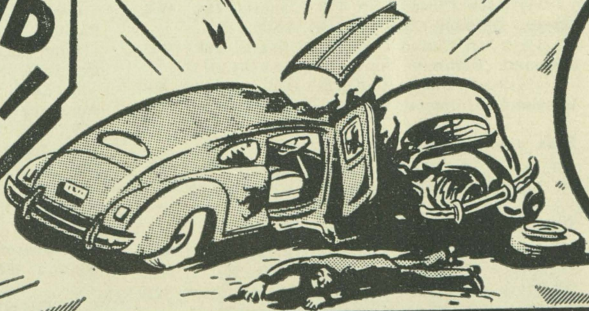
AGREEMENT WITH FEC RY. FOR GRADE CROSSING STATE ROAD 9 IN MIAMI, NW 27TH AVE.

Upon motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was unanimously adopted:

WHEREAS, in the opinion of The State Road Department of Florida it is deemed advisable and necessary for the State of Florida, acting by and through the said State Road Department to obtain from SCOTT M. LOFTIN and JOHN W. MARTIN, as Trustees of the property of Florida East Coast Railway Company, and not individually, the right and privilege to use as a crossing for road crossing purposes only, that part of the right of way and property of said Railway in Dade County, Florida, at the location described as follows:

That certain portion of the right of way of the Florida East Coast Railway Company for its Miami Belt Line at NW 27th Avenue lying between lines located parallel with and 50.0 feet east and west from the section line between Sections 9 and 10 in Township 53 South, Range 41 East in Dade County, Florida, said section line being also the center line of NW 27th Avenue, intersecting the center line of the Miami Belt Line west-

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bound main track at a point located 2624.4 feet westerly from the Railway Company's Mile Post No. 3 from Little River, Florida, said portion of the Railway Company's right of way being more particularly described as follows:

The west 30.0 feet by 140.0 feet north and south of Lot 7 in Block 32 of First Addition to Elizabeth Park, as recorded in Plat Book 6 at page 37 of the Public Records of Dade County, Florida, also

A parcel of land 20.0 feet wide east and west by 25.0 feet long northerly and southerly across the Railway Company's Miami Belt Line Main tracks, in and abutting the west line of said Section 10, township and range aforesaid, also

An irregular shaped parcel of land in and abutting the east line of said Section 9, township and range aforesaid, beginning at a point in said section line located 50.0 feet southwesterly as measured at right angles from the center line of the Railway Company's Miami Belt Line westbound main track, and extending thence northwesterly at an angle of 84 degrees 10 minutes, as turned northwesterly from said section line, and parallel with and 50.0 feet distant southwesterly from the center line of said westbound main track, for 50.26 feet to a point located 50.0 feet west from said section line, thence north, parallel with and 50.0 feet distant west from said section line, for 122.5 feet to a point in the north line of Lot 31 in Block C of Para Villa Heights Addition, as recorded in Plat Book 4 at page 138 of the public records of Dade County, Florida, thence east on said north line of Lot 31, for 23.59 feet to the northeast corner of said Lot 31, thence south, on the east line of said Lot 31 for 32.2 feet to the southeast corner of said Lot 31, thence east, on an east extension of the south line of said Lot 31, for 26.41 feet to a point in the said east line of Section 9, thence south on said east line of Section 9, for 90.34 feet to the point of beginning.

All as shown colored yellow upon blueprint of part of the Railway Company's plan V3b-4 dated March 11, 1947, attached to said agreement and made a part thereof, according to the further terms and conditions as set forth by and described in copy of proposed agreement now on file in the office of the Secretary of THE STATE ROAD DEPARTMENT OF FLORIDA:

AND WHEREAS, said Trustees of the Florida East Coast Railway have submitted form of contract between said Trustees and THE STATE ROAD DEPARTMENT OF FLORIDA for the granting, installation and maintenance of said crossing, and WHEREAS, said contract has been approved by the attorney at law of this Department, Richard W. Erwin, Jr.,

NOW, THEREFORE, BE IT RESOLVED BY THE STATE ROAD DEPARTMENT OF FLORIDA as follows:

1. That THE STATE ROAD DEPARTMENT OF FLORIDA, a body corporate of the State of Florida, does hereby agree to and enters into an agreement with SCOTT M. LOFTIN and JOHN W. MARTIN, as Trustees of the property of Florida East Coast Railway Company, and not individually, wherein and whereby THE STATE ROAD DEPARTMENT OF FLORIDA is given the right and privilege to use crossing for road crossing purposes at the location above described, upon the conditions and terms, all as set forth and contained in copy of proposed agreement attached hereto and made a part hereof.

2. That F. E. Bayless, as Chairman of THE STATE ROAD DEPARTMENT OF FLORIDA, with the attestation of J. Robert McClure, as secretary of said Department, be and they hereby are each authorized and directed to execute said agreement for and on behalf of said Department, and to submit the same for execution by the Trustees of Florida East Coast Railway Company.

3. That this resolution shall take effect immediately upon its passage.

ADVANCE OF FUNDS TO ALACHUA COUNTY FOR R/W ROAD 200

On motion of Mr. Guernsey, seconded by Mr. Campbell, the Board approved the action of the Chairman in advancing to Alachua County an amount not to exceed \$5,000 for acquisition

of right of way for curb revision on Road 200 at Orange Heights, Job 2606-107.

CANCELLATION OF R/W SURETY BOND

SECTION 3201-104, STATE ROAD 2 IN JASPER, HAMILTON COUNTY

The Secretary presented a request from Continental Casualty Company for release of bond No. 5313 (456431) executed in January of 1945 to guarantee acquisition of right of way in the City of Jasper, which had been approved by the Right of Way Department.

On motion of Mr. Guernsey, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED that Continental Casualty Company is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Hamilton County and the City of Jasper, Florida, as principals, and said Continental Casualty Company, as surety, to this Department, as obligee, dated the 3rd day of January, A. D. 1945, in the penal sum of Five

Thousand Dollars (\$5,000.00), conditioned to secure the performance of a certain Right of Way Contract dated the 3rd day of January, A. D. 1945, between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Section 3201-104, of State Road No. 2, and said surety bond is hereby terminated and canceled; PROVIDED that nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in anywise impaired, modified or affected.

APPROVEMENT OF CONTRACT FOR ROAD DEPARTMENT BUILDING

On motion of Mr. Guernsey, seconded by Mr. Campbell, the Board unanimously voted its approval of the action of the Chairman in awarding contract for the State Road Department Building, a part of the Capitol Center at Tallahassee, to Southern Builders, Inc., of Tampa, Florida, at their bid price of \$1,191,900, declared to be the lowest responsible bid received on

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DAYTONA BEACH

FLORIDA

February 27th, 1947, in response to advertisement.

THE ROUTE OF U. S. HIGHWAY NO. 1 THROUGH ST. AUGUSTINE

A telegram was received from the Exchange Club of St. Augustine advising that the members of that club at their luncheon on April 3rd had endorsed the plan for U. S. Highway No. 1 to pass through St. Augustine according to that submitted to the Department recently by Senator Walter B. Fraser, Representative Chas. E. Shepperd and Representative F. Chas. Usina, which provided for a water scenic route on the east and a truck route west of St. Augustine.

The Board discussed the two routes which had been suggested and it appeared to be the consensus of opinion that such a plan would be prohibitive in cost. However, State Highway Engineer DeGarmo was requested to make surveys of the twin routes, with estimates of the cost of such construction, for report to the Board at a later meeting.

SPEED LIMIT ON DAVIS CAUSEWAY

On motion of Mr. Campbell, seconded by Mr. Guernsey, the Board agreed to set a maximum speed limit of 45 miles per hour on the section of Road 60 from Memorial Highway to the opposite end of Davis Causeway, as recommended by the engineers, following their investigations of this road, and to ask the State Highway Patrol to enforce same after appropriate signs have been erected by the Road Maintenance Division.

CONNECTING LINKS IN TAMPA

On motion of Mr. Campbell, seconded by Mr. Guernsey, Florida Avenue and Nebraska Avenue were designated as connecting links through the City of Tampa, as follows: Nebraska Avenue from Hillsborough Avenue (Road 600) south to LaFayette Street (Road 60) and Florida Avenue, Road 685, from the Apex south to LaFayette Street (Road 60).

RIGHT OF WAY FOR ROAD 9 THROUGH PALM BEACH, BROWARD AND DADE COUNTIES

On motion of Mr. Fultz, seconded by Mr. Campbell, the Board resolved to request that all work preparatory to making complete the right of way maps for State Road 9 through the counties of Palm Beach, Broward and Dade be rushed with all possible speed, in order that the said Counties may be asked to acquire the necessary rights of way without delay.

DADE COUNTY DELEGATION AND REQUESTS

County Commissioner Hugh Peters and County Engineer Earl Rader were present from Dade County. Mr. Peters advised that the right of way on the south end of 27th Avenue and also on 79th Street would be delivered to the Department within a reasonable time. He asked the Department to give them the alignment on 27th Avenue to Opa Locka so this right of way may be secured. He reported that the County was proceeding with its park development on Road A1A, building the underpass, the new buildings, etc. He asked for a new bridge at Baker's Haulover, suggesting that if a bridge were designed with a 125 foot horizontal and a 35 foot vertical clearance he believed the War Department would give its approval to a fixed span.

BAKER'S HAULOVER BRIDGE

RESOLUTION: On motion of Mr. Fultz, seconded by Mr. Guernsey, the matter of the Baker's Haulover Bridge was turned over to the Bridge Engineer for design and application to the War Department for approval.

Mr. Peters made request for the completion of the Sunny Isle Bridge.

He also brought up the matter of the surface on a section of U. S. Highway No. 1 north of Miami, where it is constructed of an asphalt center with concrete side strips. He declared this section dangerous for the reason that the average driver seemed to prefer the concrete lanes, and he asked that it be surfaced entirely with one material, either asphalt or concrete. He was advised by Mr. DeGarmo that this matter had been provided for in the Periodic Maintenance Budget and that all lanes would be made of concrete.

BOY SCOUT LEASE ON SUMMERLAND KEY

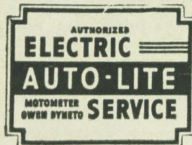
Mr. W. Cecil Watson, Clerk of the Criminal Court of Records for Dade County, appeared in the interest of the lease of Summerland Key for the Boy Scouts. He asked that the present lease be made for a reasonable length of time, with the understanding that if the Boy Scouts did not develop it as planned it could revert to the State. He expressed the belief that the Scouts should not be near any other developments and asked about leasing the whole key to them. The Board expressed their willingness to cooperate in this, but their belief that the Scouts would not need that much land and assured Mr. Watson that they would be very careful not to permit any developments there that would be detrimental to the Boy Scouts.

PROPOSED DEVELOPMENTS ON BAHIA HONDA

Mr. William Atkinson appeared because of his interest in a 32-acre tract of land on Bahia Honda Key and stated that he could not go ahead with plans for its development until he knew what would be done on the rest of the island, especially on the Atlantic side. He said that he and his associates had intentions of some high-class development, provided no permits would be given for a cheap type of construction in that area. He was advised by the Board that no committal could be made until he was ready to submit some definite plan, but assured him that so long as the present Board is in office no cheap construction will be allowed.

ORANGE COUNTY DELEGATION AND REQUESTS

County Commissioner E. D. Cook of Orange County was present. He thanked the Board



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for all that has been done for Orange County and filed two requests from the Board of County Commissioners: (1) That the State take over for maintenance the Golden Rod Road (old Road 287) from Road 15 north to Road 426. The Board agreed that if Orange County meets the requirements of the Department for roads to be taken over by the State, this road will be placed under maintenance.

The second request was that the Department construct a road to bring traffic from Road 500 into Winter Park on the west by connecting the new road from 500 to Old 202 with Orange County Road 171, known as the Lee Road, a total distance of about 2 and one-half miles into the intersection with Orlando Avenue in Winter Park.

Mr. Cook was advised that Orange County should first have this designated as a state road, to make it eligible for the Department's consideration.

He extended an invitation to the Board to hold a meeting in Orlando.

PALM BEACH COUNTY

County Commissioner A. A. Poston offered the cooperation of his Board in acquiring the right of way on State Road 9 through Palm Beach County. He reported that suit had been entered for the right of way through Riviera on U. S. Highway No. 1 and this right of way should be made available by May 5th.

Mr. Poston also advised that a bill will be before the Legislature to permit County District No. 9 to construct the Singer Bridge, in accordance with the plans and specifications of the Road Department. He requested assurance from the Department that it would go along with them on a lease-purchase agreement. He was advised that at the proper time, when a definite proposition could be made to the Department, it would be given every consideration in line with the Department's policy covering such projects.

PINELLAS COUNTY

Mr. Frank Merrin, an attorney and a former County Commissioner A. A. Poston offered of the right of way for the Gulf Coast Highway in Pinellas County. Speaking of the right of way needed for the Gulf Coast Highway, Mr. Merrin advised the Board that eight parcels on the location were bought by the present owners from the Trustees of the Internal Improvement Fund and that the deeds to these lots contained a provision reserving a 200 foot right of way, 100 feet on each side of the centerline of the State road. He said that all the right of way from Mecca to Tarpon Avenue would be acquired within thirty days if the Board would accept the reservations in the deeds to these eight parcels.

The Chairman spoke for the Board in advising Mr. Merrin that the said reservations in the deeds executed by the I. I. Board would be accepted as evidence of title to the said right of way, provided the Department's attorney, after studying the matter, finds that the said provisions would cover the present alignment of the road in question.

RECESS FOR MEETING AT PIGEON KEY

At this point the Board adjourned to reconvene at Pigeon Key on Saturday, April 12, following an inspection of the Overseas Highway properties.

SESSION AT PIGEON KEY, APRIL 12, 1947, STATE ROAD DEPARTMENT OF FLORIDA

The Road Board reconvened at Pigeon Key on April 12, 1947, following its adjournment of the meeting held at Miami on the 11th and an inspection trip over the properties of the Overseas Highway.

AIR STRIP ON KEY VACA

Mr. W. A. Parrish, County Commissioner of Monroe County, requested the Board to advise the Monroe County Commissioners of its attitude with reference to leasing or selling the airstrip on Key Vaca if and when the control of same is returned to the State Road Department by the Federal Government. The Board suggested that Monroe County make a proposition to the Road

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Department, looking toward a county-operated air strip, promising Mr. Parrish that so far as the Road Department was concerned the matter would receive serious consideration. The Chairman suggested that the County make contact with Mr. William C. Lazarus, Aviation Supervisor for the Florida Improvement Commission, relative to any Federal assistance that may become available, and stated it as his opinion that the Road Department's obligation would be such that it could only make the facility available to a public agency for operation as a public air strip. He offered to notify the Monroe County Commissioners when the air strip is released to the State Road Department.

REQUEST FOR RETURN OF BORROW PITS ON KEY VACA

Representing Messrs. Norberg Thompson and A. Maitland Adams, Mr. Parrish renewed their request that the two borrow pits acquired from Mr. Thompson and Mr. Adams on Key Vaca for the air strip be reconveyed to them.

On motion of Mr. Fultz, seconded by Mr. Campbell, the Board agreed to sell the tracts containing these two borrow pits to Messrs. Thompson and Adams, at the price for which they were bought for the air strip, provided the Department's Attorney finds the Department in position to convey the said property.

REQUEST FOR LUMBER STOCKED ON OVERSEAS HIGHWAY

The Board considered a letter from Mr. O. J. S. Ellingson, City Manager of Key West, requesting the Department to make available to the City of Key West some of the lumber and piling stocked at places along the Overseas Highway. On the advice of Division Engineer Emery, who advised that the Department would have a use for this lumber, the Board voted not to release any of this material at this time, and on motion of Mr. Fultz, seconded by Mr. Carleton, the request of the City of Key West was denied.

REQUEST FOR LEASE OR PURCHASE OF LAND ADJACENT TO HIGHWAY ON KEY WEST ISLAND

The Board considered the request of Mr. Willard F. Russell to lease or purchase a small strip of land belonging to this Department at the head of Key West Island where the Overseas Highway runs from the adjoining Stock Island, and decided that this land should be retained for use in a possible realignment of the road at this point.

ADJOURNMENT

On motion of Mr. Carleton, seconded by Mr. Guernsey, the Board voted to accept the repeated invitation to meet in Orlando, and agreed to hold the next meeting there at the San Juan Hotel, on Saturday, May 17, and the meeting was adjourned.

STUDY OF FISH HABITS AT KEYS EXHIBITION

By JOHN PENNEKAMP

The building of the Theater of the Sea, the spectacular trained fish development on Windley Island, on the Overseas highway 72 miles south of Miami, began in 1941.

In that year D. J. McDonell, vice-president, took a lease on a series of rock pits, which have something of a history. They were dug by the workmen of Henry M. Flagler when he was building his Overseas railroad, which, until it was destroyed by the hurricane of 1935, was one of the engineering marvels of the world. Rock from the pits went into the roadbed, and into the concrete which made the bridges.

Work of transforming the pits into the walk-connected show pools has been going on since, but it was slowed down during the war. One of the pits is being extended to make a swimming pool.

Meantime, McDonell has learned a lot about fish. One of his lessons grew out of the development's major tragedy. The two porpoises in the larger pool are females, and one of them recently had a blessed event.

The young porpoise, however, became entangled in some drifting material and could not make its way to the surface for air. The mother attempted to raise her offspring at intervals, at the same time exploring the edge of the pool for a shallow place upon which she could shove the baby until it was freed of the entanglement.

At the same time attendants, realizing her predicament, attempted to pro-

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vide help but they were too late. The young porpoise suffocated. Now, however, a rock shelf has been hewn into the side of the pool to avoid a repetition of the mishap.

The porpoises, incidentally, are being taught to leap through hoops suspended above the water.

For a while McDonell had difficulty making friends with the porpoises, which is preliminary to training them. They ignored him, stayed away from the platform he had built over the pool and refused his offer of food.

It was then he discovered that they were not interested in dead fish coming from human hands. McDonell began feeding them live, but stunned fish, and soon induced them to change their appetites so that they now accept the dead fish with an enthusiasm equal to that of the fish in the smaller pools.

The manatee, or sea cow, was another puzzler. She eats several bushels of greens in a day, but the 2,400 pounds of her went on a starvation diet for several days after she was placed in her pool.

However, her pout was overcome by time and regular attention.

"Her nerves had to get back into place," said McDonell as the sea cow rose to eat herself several heads of cabbage.

McDonell now operates upon and otherwise doctors some of the "pet" fish in the pools. He has a turtle that comes to land and follows him when he is making his feeding rounds.

He has discovered, too, that a small quantity of whale oil from an ordinary spray gun will quiet the ripples on the pools when the wind is blowing. The spraying does not cloud the water, and, of course, the still water makes it possible to see far down into the depths.

Fish, says McDonell, don't hold grudges. Porky, the fish which inflates itself when taken out of water, seems to resent the exhibition for a short while after being returned to the pool, but within a few hours can be maneuvered into the same shallow bank from which he is lifted to do his stuff.

If the thing were within a thousand miles of Hollywood, Cal., you'd see some

part of it featured in a good many motion pictures.

Its water capacity is more than 25 times that of Marineland, near St. Augustine. It is in the finishing stages of development, and they hope to have it ready for the public by November.

Already they have the pools—there are nine of them, the largest 700 feet long, more than 100 feet wide and probably 25 feet deep—stocked with all kinds of fish, from the smaller, colorful varieties of tropical sea life to sharks, porpoises and a sea cow. The fish are assembled in the various pools by family types.

And, already they've started to teach the fish to perform—which is largely the assignment and the interest of D. J. McDonell, vice-president of the development and its originator.

When McDonell starts on his "training" expeditions he chops up a bucket of fish and walks down one of the paths separating the pools. Immediately the fish come to the edge and follow him. The water is crystal clear. When he sets down his bucket, they halt and wait to be fed.

As he hands out the food, they take it from his fingers, extending all of their head and part of their body above the water.

In one of the pools are several morays, spotted and green varieties, measuring well over six feet in length and about as nasty looking as anything you've ever seen.

These slither up, too, in the midst of the other fishes, to accept their food and to be stroked by McDonell while he's feeding them. None of the other,

and smaller fishes seem to mind the presence of the morays. I asked McDonell why this was, whether he didn't expect to lose a lot of fish through fights and hunger.

"No," he said, "as long as they're fed and know that there'll be more food coming, they won't bother each other."

The experience that made me think of Hollywood and motion pictures, principally, was when McDonell came to a pool in which were two porcupine fish, probably two feet long each.

They, too, came over promptly to eat. McDonell coaxed one of them into a shallow place, slipped his hand under its belly and rased it from the water.

Porky promptly began to swell himself up, grunting with each additional inhalation. A sound camera would pick up his grunts.

When he was about three times his normal girth he stopped and McDonell placed him back in the water. Porky

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took his time about deflating, irritably, I thought, but in half a minute or so he was back with the others asking for more food.

McDonell is teaching other of the fish to "play dead" when they are reached out of the pools, so that they may be photographed without wiggling in the hands of visitors once the exhibition is opened. This work is being done principally among the more colorful fish for the benefit of those who go in for colored photographs.

The total gallonage of the pools exceeds 100,000,000 and the water rises and falls with the tide of the ocean which is only a few hundred feet away.

Owners of the project, besides McDonell, are W. R. Watts, president; P. F. McKenney, secretary and treasurer, and Chuck Volkenhauser.—Miami Herald.

The State Park Service plans to establish eventually a state park within 50 miles of every resident of the state.

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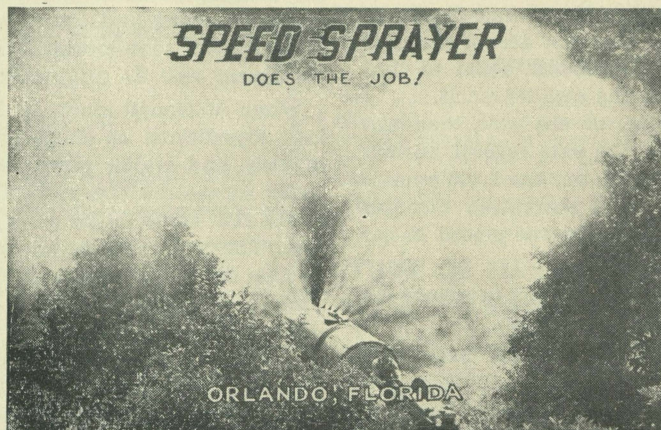
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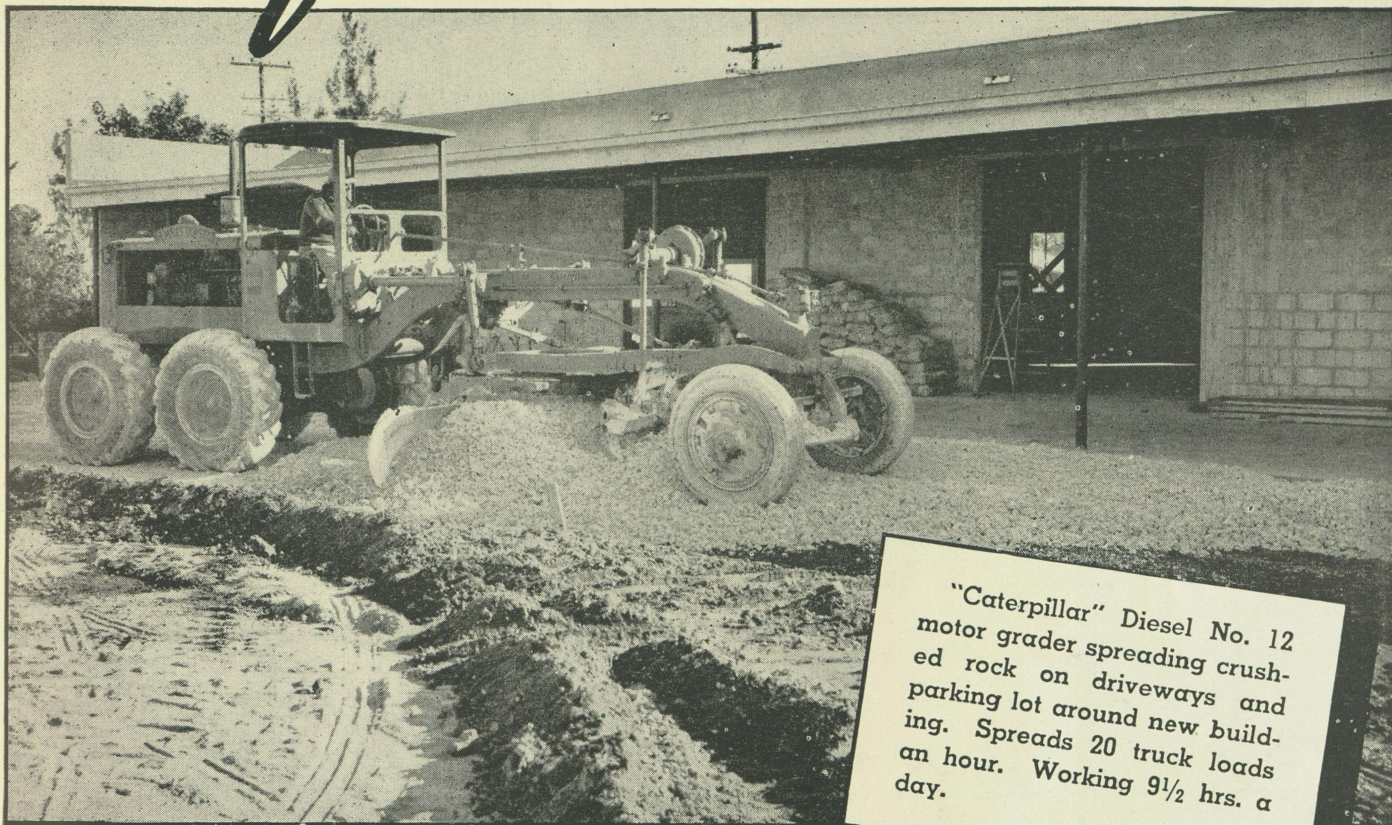
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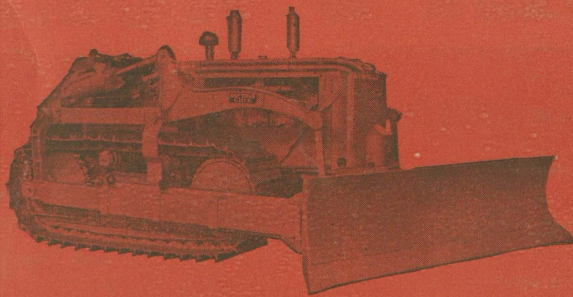
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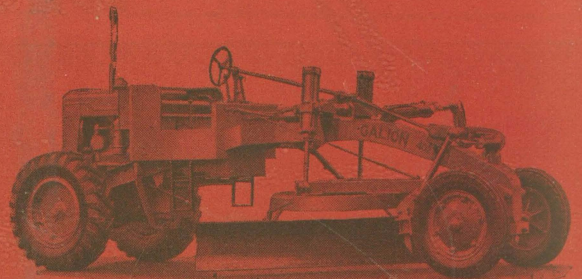
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